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'He was an idiot who didn't know why it wouldn't work and created it anyway'

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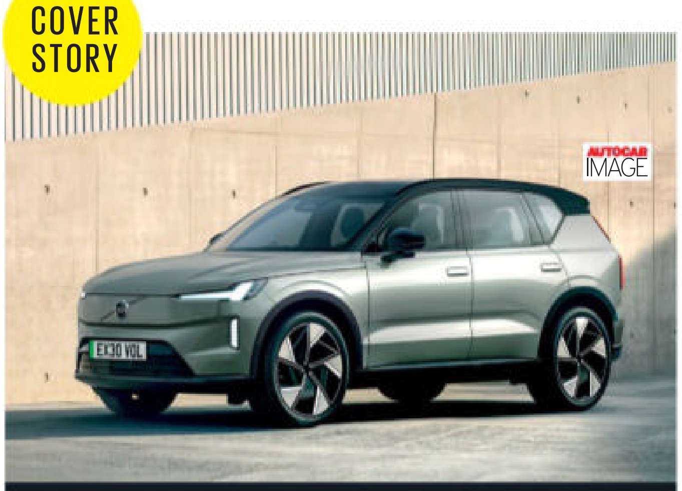
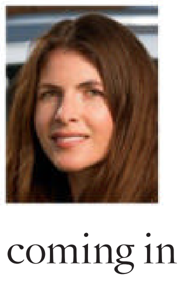


WHY THE EX30 IS A NEW KIND OF VOLVO 4

**COMMENT**

## INNOVATION IS ALIVE AND WELL AND LIVING IN 2023



DESPITE ONGOING supply problems in the car industry, there's no less abundance of new cars coming in 2023, with 130 models due to land on our shores this year (p47).

There's no standout reveal – think the Defender hype in 2020, as an example – but instead there are a number of seminal cars that are hugely important for their makers and beyond.

None more so than the electric Spectre from Rolls-Royce, which has pipped its rivals to the post with a new-era flagship model that promises refinement and performance on a par with or beyond its combustion vehicles'.

Another Brit-built model, the new Mini hatch, has much resting on it. As the market for small cars rapidly shrinks, Mini – albeit in a premium position – has shown its commitment to combustion engines (alongside electric) with this car and will need to sell big quantities globally to justify it.

Ferrari's eagerly awaited Purosangue also arrives. The Italian brand will be determined to prove its SUV can be every bit as appealing as its sports cars.

The industry arguably faces more challenges than at any time in its history, but this year's new cars prove there's as much drive to innovate and excite as there ever was.

Wishing you a happy, healthy 2023.

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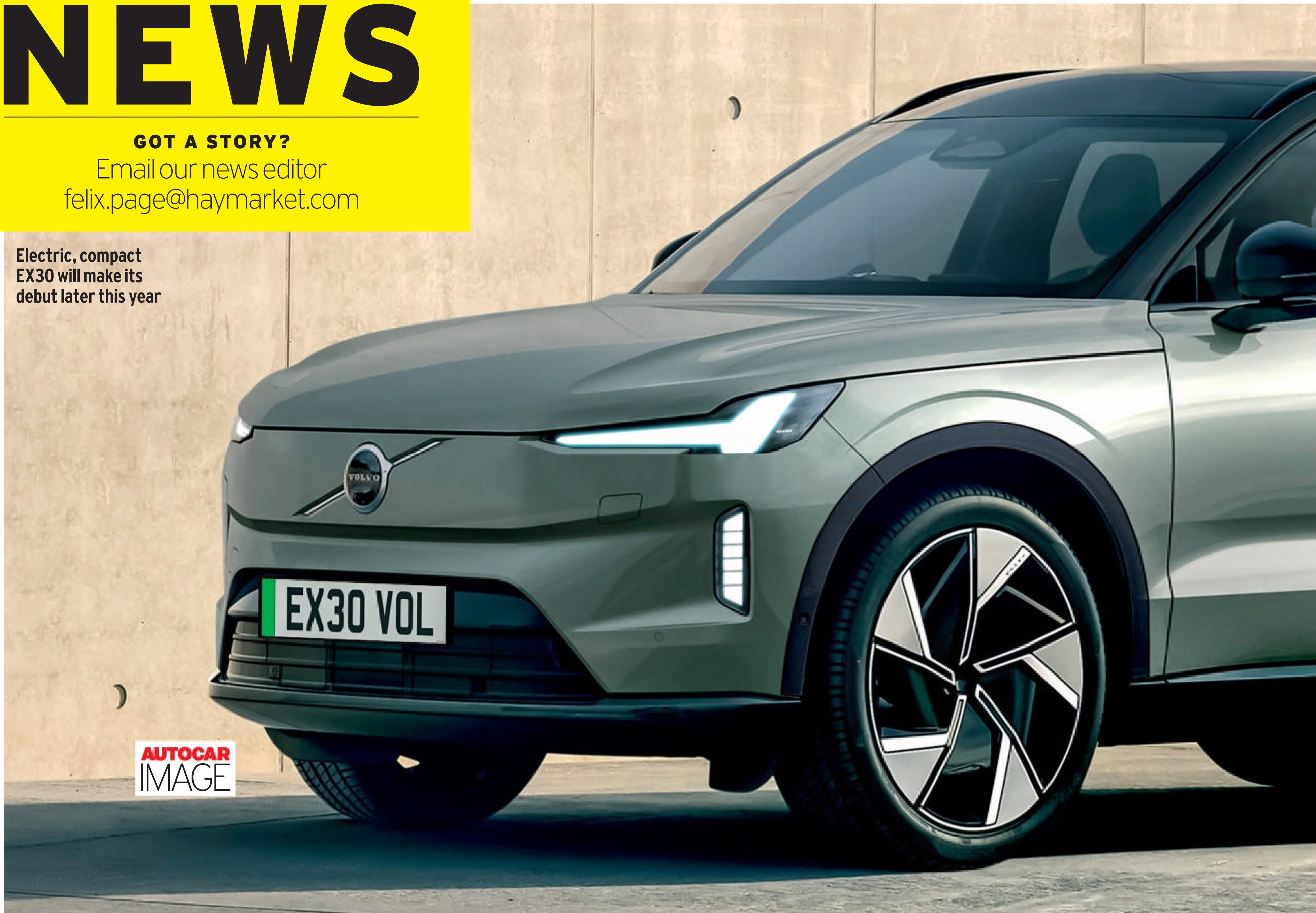


Electric, compact EX30 will make its debut later this year

# Volvo EX30 gets new tech and fresh look to lure Gen Z

## Compact EV will go big on styling, tech and sustainability to woo younger buyers

Volvo's forthcoming electric-only compact crossover, tipped to be called the EX30, will feature bold new design elements and technology in a bid to help the firm win over a younger audience.

Set to be revealed this year before sales kick off in October, the EX30 is likely to rival the Mercedes-Benz EQA and will sit below the existing XC40 Recharge and C40 models in the firm's growing line-up of electric SUVs. It is expected to be twinned with the Polestar 4 and will use a modified version of parent Geely's SEA architecture.

Volvo previewed the new crossover at the launch of the EX90 large SUV last month but it has yet to be drawn on a name or specific details. The firm has registered 'EX30' and that would fit with the model's likely place in Volvo's line-up.

At the launch of the EX90, company boss Jim Rowan hinted that the model will be aimed at "city driving for first-time buyers". He specifically cited the need to appeal to Gen Z – people born in the late 1990s and early 2000s – and said the brand "has never really spoken to that young demographic. We are absolutely heading in that direction."

EX90 shows new Volvo design direction

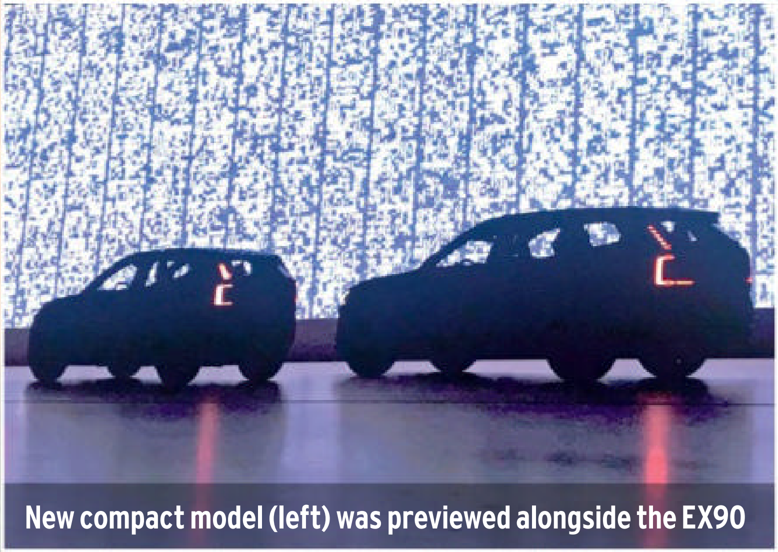
With the model sitting firmly in one of the fastest-growing segments, it will be key to Volvo's target of selling 1.2 million cars annually by the middle of the decade, with half of those fully electric models.

Although the official preview image confirms the model will retain traditional Volvo cues, it will feature bolder styling elements to help win over a younger audience. Much like the EX90, it will take the form of a higher-riding crossover but with sleeker bodywork to maximise the aerodynamic efficiency. It is also possible the model could eventually spawn an SUV-coupé offshoot similar to the C40.

At the EX90 launch, Volvo design chief Robin Page said the firm will "start evolving" its design language with the EX30 and future models.

He said: "You'll still recognise it as a Volvo and there are elements of the EX90 we'll bring into future products. But with a smaller car, you can play around more with different things. You've got a bit more of a spectrum to play with colour, materials and the general expression."

The SEA architecture is currently used by the Smart #1 and a number of electric models from Geely's China-only Zeekr brand. It is offered in various forms for vehicles of different lengths and can accept rear-drive single-motor and all-wheel-drive twin-motor powertrains. At launch, the



New compact model (left) was previewed alongside the EX90

Smart #1 offers 268bhp in standard form and 422bhp for a twin-motor range-topper.

The platform can accommodate a wide range of battery sizes, although the urban focus of the new model means it is likely to feature a relatively modest unit to keep the size, weight and cost down. The 68kWh pack in the Smart #1 gives a range of 260-270 miles, which is likely to be considered sufficient for the Volvo SUV's intended buyers.

The new crossover is expected to advance Volvo's efforts to use more sustainable and recycled materials in its models, especially as sustainability is a priority for the younger, Gen Z audience.

Making the car affordable will be key to winning over younger buyers. However, Rowan has hinted that Volvo will focus on subscription and online sales for the new model and it will ensure that monthly payments are set at a "reasonably low cost".

The SEA platform has a high level of connectivity built into it and offers over-the-air software updates. It is likely that Volvo will offer features on demand and other services through its app.

**JAMES ATTWOOD**

> "The new model will rival the Mercedes-Benz EQA and sit below the XC40 Recharge and C40"

## POLESTAR PLOTS A HOTTER TWIN

The Polestar 4 is due for release next year as a Porsche Macan-rivalling coupé-crossover and is tipped to rapidly become the firm's best-seller.

It will be positioned below the recently revealed Polestar 3 in the marque's line-up and is intended to win over buyers from the likes of the Audi Q4 E-tron, as well as the Macan. Polestar is understood to be working towards a starting price of just under £50,000.

The 4 will be Polestar's third series-production model and second SUV. It will be twinned with Volvo's forthcoming EX30 crossover in using a variant of parent firm Geely's SEA platform, understood to be referred to inside Polestar as PMA. Unlike its Volvo sibling, it will have a greater focus on performance.

The 4 is expected to eclipse the existing Polestar 2 as the brand's main seller, with the larger 3 serving as a premium range-topper.

Having those three volume models will give Polestar space to introduce more niche, brand-defining products: the Polestar 5 will be a four-door electric GT and the 6 will be a two-seat convertible variant of that car.

AUTOCAR IMAGE
P04 STR

EX30-twinned 4 is tipped to become Polestar's top seller

## PLENTY MORE FISH ON THE SEA

**Volvo and Polestar are just two Geely brands to have access to the Sustainable Experience Architecture platform. Here are three more upcoming EVs that use the underpinnings.**

**Smart #1**
Mercedes design and Geely platforms for the reborn Smart marque. First up is the SEA-based #1 crossover, due in the UK this summer.

**Waymo**
The Californian firm's first self-driving taxi will be a "mobile living room" atop an adapted platform called the SEA-M.

**Zeekr 001**
Rakish, rapid shooting brake has proved a hit in China and it could come to Europe this year as the new brand pushes westwards.

Electric successor to just-launched M2 is almost a certainty

# M car traits to live on in EV era

## So claims boss as BMW's performance division begins testing first electric sports car

Testing of the first purely electric BMW sports car is under way, with engineers working to preserve the distinctive dynamic character of an M car in the post-combustion era.

BMW revealed the first images of a mysterious EV prototype last year, giving few details but confirming that it was powered by a pioneering quad-motor, four-wheel drive system capable of "extremely precise" power delivery "within milliseconds".

Speaking exclusively to Autocar following the recent unveiling of the new M2 Coupé, which is in line to receive similar technology in its next generation, M CEO Frank van Meel hinted that 4WD performance EVs will take the lead from the F90-generation M5 xDrive saloon. That model was controversial on its reveal for adopting a powered front axle but now regarded as one of the best-handling sports saloons of its time.

Current M5, launched in 2017, showcases M's chassis software

"The secret behind that," he said, "is that you have a central controller, or a central logic that controls everything: the rear differential but also the front-to-rear differential and the DCS [Dynamic Stability Control] system."

Having one system that manages these relationships is crucial because "if you have four systems that try to co-operate, the car drives like a car with four systems that like to co-operate".

This cut-and-shut M EV prototype tested bespoke powertrain

BMW calls this ECU the 'Hand of God'. It has developed it for deployment on various M cars since it first appeared on the i8 as a means of balancing the output of its petrol and electric powerplants and allowing for advanced torque vectoring to improve handling.

"If you go a step further and look at electric cars with four electric motors, like we have in our very early development car, then of course you can still use the same logic to control the car that drives like an M," said van Meel. "So I'd say it gives you even more possibilities."

He highlighted that a powered front axle also allows for greater recuperation of energy under deceleration – potentially a huge boon for electric motorsport.

Details of exactly how an electric M car will be marked

> “The pioneering quad-motor system is capable of ‘extremely precise’ power delivery ‘within milliseconds’”

out from its standard counterparts remain secret, but the top-rung iX M60 SUV and upcoming i7 M70 saloon already have outputs in the region of 600bhp and rapid off-the-mark acceleration, so van Meel's engineers will be working hard to cultivate a distinct dynamic character for its new family of sports cars.

Intriguingly, the quad-motor prototype that BMW showed last year is a mash-up of several models from the line-up (it has a 4 Series Gran Coupé bodyshell and M3 front and rear ends, most notably). This suggests the modifications M has in mind will be so extensive as to necessitate the launch of a highly bespoke model, rather than a relatively lightly reworked i4 or i7, for example.

Fruition could be some way off, however, with van Meel saying it needed “a very early start on the development, because it takes years to get everything ready”.

It's possible that this technology could find its way into an EV successor to each current M car, which raises the intriguing proposition of a quad-motor, compact coupé in the vein of today's M2 – a model that stands to benefit most obviously from the compact footprint, low centre of gravity and even weight distribution afforded by such a powertrain.

Van Meel hinted that such a car is on the cards, telling Autocar that M “will try to also offer in the future cars in this price range”, referring to the M2's £60,000 starting price as the gateway to the M line-up.

Given that the second-gen M2 (M's final pure-combustion car) is only just on its way to dealerships, an EV successor would no doubt be several years off, but the model's critical and commercial success means BMW is unlikely to retire it after only two iterations.

**FELIX PAGE**

MORE THAN MEETS THE i

The BMW i8 is a carbonfibre-intensive hybrid coupé that aims to define a new generation of sports cars when it goes on sale next April. **Greg Kable** finds it highly addictive to drive

14 August 2013 **An i8 prototype gave us the first taste of M's ‘Hand of God’ in an electrified context. “Utterly intriguing and fantastically addictive to drive,” we said. Promising for M EVs...**

# Jaguar picks visionary engineer as new boss

JAGUAR HAS NAMED Philip Koehn as its new managing director, his appointment to the top job coming in the wake of the high-profile departure of Jaguar Land Rover CEO Thierry Bolloré in November.

The German first came to notice five years ago as chief engineer of Rolls-Royce.

In an exclusive Autocar story timed for the 2017 launch of the Rolls-Royce Phantom 8, Koehn revealed how he was leading a team pioneering a new, highly flexible aluminium spaceframe chassis that would provide underpinnings for forthcoming Rolls-Royce models, all with different body and mechanical layouts, powered by both ICE and electric powertrains.

That experience, and Koehn's comments about it back in 2017, give a valuable insight into how Jaguar is tackling its own huge challenge of moving, in terms of price and exclusivity, from being a BMW rival to a Bentley competitor.

Back in 2017, Koehn explained why Rolls-Royce had moved from using a BMW 7 Series floorpan even though it had been viewed as more economically viable because it could take advantages of economies of scale.

The solution, in which Koehn was a leading pioneer, was to design, build and prove an all-new aluminium spaceframe consisting of aluminium longitudinals attached to lightweight castings for the more complex parts, such as suspension mounts and chassis corners.

Koehn joined JLR in May 2019; formerly of Rolls-Royce, BMW

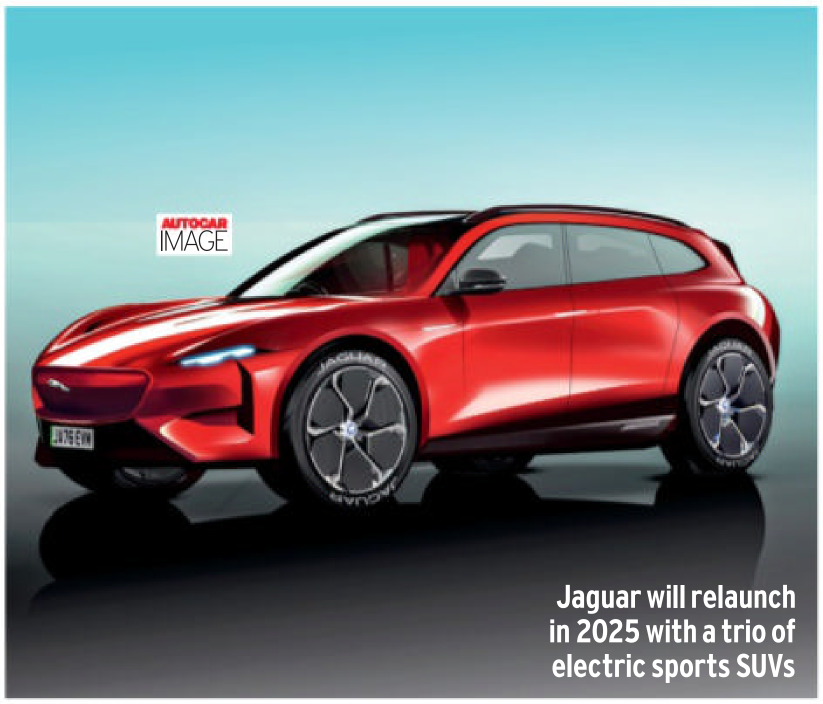
Even for low-volume cars, he came to realise, economies of scale could be delivered if you committed to ordering from suppliers very large batches of components that could be utilised for many years.

There's no confirmation yet from inside JLR that Koehn and his teams are working precisely this way, but their plans echo Rolls-Royce's very closely.

When Koehn revealed his programme for Rolls-Royce in 2017, he described it as the chance of a lifetime. With Jaguar, it seems he has a second one.

**STEVE CROPLEY**

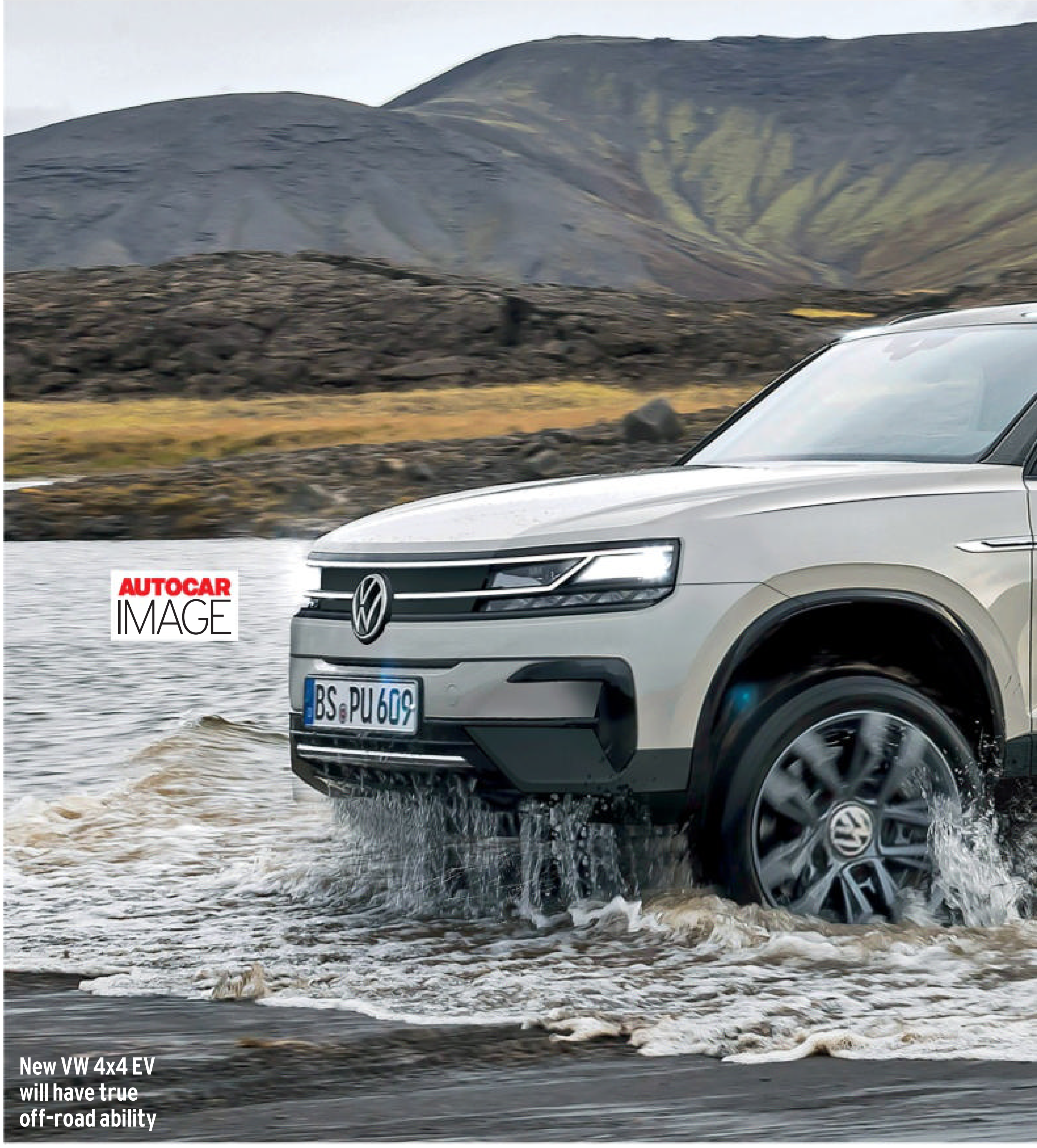
> “At Rolls-Royce, Koehn realised a way to deliver economies of scale even for low-volume cars”



Jaguar will relaunch in 2025 with a trio of electric sports SUVs

# VW's electric 4x4 is back on

## Seven-seat EV off-roader has been revived using the Ford Ranger pick-up's chassis



New VW 4x4 EV will have true off-road ability

Volkswagen's plan to launch an electric off-road SUV – known as the ID Ruggdzz – appears to be back on track, following confirmation that the ladder-frame chassis used by the new Amarok pick-up is being engineered to take an electric drivetrain.

This Ford-developed chassis, which is also used by the fourth-generation Ranger pick-up, currently supports petrol and diesel as well as petrol-electric plug-in hybrid drivetrains.

But in an interview with Autocar at the launch of the new Amarok in South Africa in December, Volkswagen Commercial Vehicles CEO Carsten Intra confirmed that engineering aimed at accommodating a battery and electric motors within the Ford platform is ongoing, despite recent reports suggesting such plans had been abandoned.

"We're looking at it together with Ford," said Intra when asked about the possibility of full electrification of the Amarok's ladder-frame chassis. "It's still on the agenda," he added.

Although Intra would not be drawn on the rumoured plans, Volkswagen is said to be considering adopting the electrified chassis, codenamed T6, for a new SUV model that is heavily related to the Amarok but styled in the mould of the ID Ruggdzz – a 4x4 SUV concept that has never been shown in public.

Such a move would mirror that of Ford, which uses the Ranger as the starting point for its Everest SUV, a seven-seat body-on-frame model not sold in the UK.

Shown to the media in 2019, the ID Ruggdzz was originally conceived around the Volkswagen Group's MEB platform. At the time, Volkswagen brand CEO Ralf Brandstätter, now head of Volkswagen's Chinese operations, indicated it was meant to rival possible electric versions of the Ford Bronco, Jeep Wrangler and Toyota 4Runner.

However, plans to progress the ID Ruggdzz concept to production by 2023 were put on hold in late 2020, as Volkswagen moved to consolidate its EV operations following the software glitches that affected the launch phase of its first dedicated electric model, the ID 3.

Together with the ID Ruggdzz, Volkswagen also confirmed that it had cancelled plans for a production version of the retro ID Buggy, saying it had decided to concentrate on establishing volume-market ID models instead.

Details surrounding the resurrection of plans for the ID Ruggdzz remain scarce, but Autocar can confirm the ongoing engineering of the T6 chassis is headed by Ford Australia in Melbourne, where much of the development of the new Amarok was done.

Further engineering is also taking place at Ford's Dearborn headquarters in the US, according to Intra.

Taking a lead from Ford and its new Everest, the latest proposals for the electric body-on-frame SUV are said to draw heavily on the Amarok in terms of the styling and interior, which has been designed to house seating for up to seven.

> "The SUV is said to be styled in the mould of the ID Ruggdzz concept"

VW Amarok's Ford chassis is being electrified

Volkswagen won't be drawn on details of the measures being undertaken to electrify the T6 platform. However, officials have admitted it would require a battery with a capacity of at least 110kWh in order to deliver the towing capability and range expected of such an SUV.

Ford is no stranger to the electrification of ladder-frame chassis platforms. It has engineered its P-platform, which underpins the F-150 and F-Series Super Duty, to accept both 98kWh and 131kWh batteries as well as dual electric motors for the electric-powered F-150 Lightning.

Other likely changes to the T6 platform before its possible use in a production-ready ID Ruggdzz include the adoption of multi-link rear suspension in place of the leaf spring arrangement used by the Ranger and Amarok.

However, it is unclear how electrifying the T6 platform would affect Volkswagen's move to revive the International Harvester Scout brand with a similar line-up of 4x4 models.

Recent reports have suggested the CEO of Scout, Scott Keogh, is in talks with Taiwanese-based contract manufacturing specialist Foxconn's newly created Foxtron Vehicle Technologies division for the supply of an electric vehicle platform.

**GREG KABLE**

## ELECTRIC 4x4 SEGMENT SHAPES UP

**2024 Mercedes-Benz EQG**
Trick torque-vectoring tech means plug-and-play G-Class can spin on the spot.

**2023 Munro Mk1**
Scotland's first new car in years promises to keep up with the Defender off road.

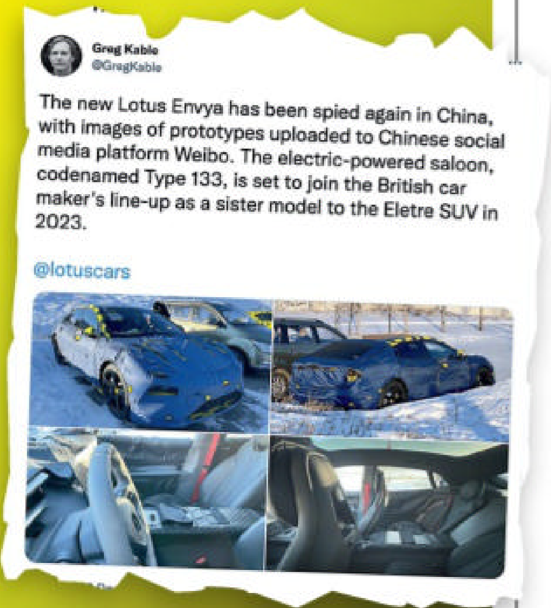
**2025 Jeep Recon**
The spirit of the Wrangler lives on in the EV era with this open-sided, open-roof mud-plugger.

# Lotus's Taycan rival set for 2023 debut

THE LONG-AWAITED Lotus Type 133 – a sleek luxury saloon to rival the Porsche Taycan – is on track to be unveiled this year, having started testing on public roads in production form.

Pictures published to Chinese social media platform Weibo show what Autocar understands to be an early development mule for the upcoming saloon. Its camouflage and cladding leave much to the imagination, but even at this stage it's clear that the Type 133 will be a close relation to the brand's larger Eletre SUV.

Lotus's first saloon car since the legendary Carlton will be given a name beginning with 'E' when it reaches showrooms, Autocar understands, but this is unlikely to be 'Envya', as has been widely reported.

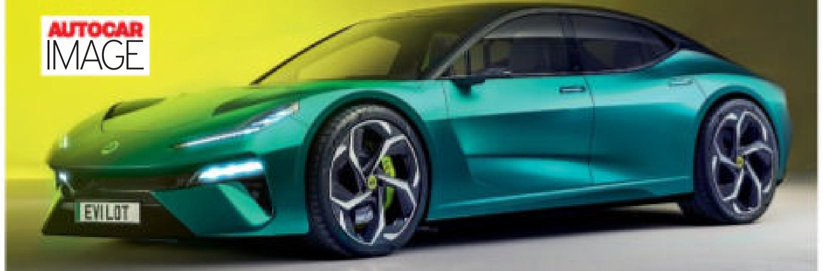


Greg Kable
@GregKable

The new Lotus Envya has been spied again in China, with images of prototypes uploaded to Chinese social media platform Weibo. The electric-powered saloon, codenamed Type 133, is set to join the British car maker's line-up as a sister model to the Eletre SUV in 2023.

@lotuscars

Lotus EV saloon (below) has been spotted testing



# New Kona grows in radical revamp

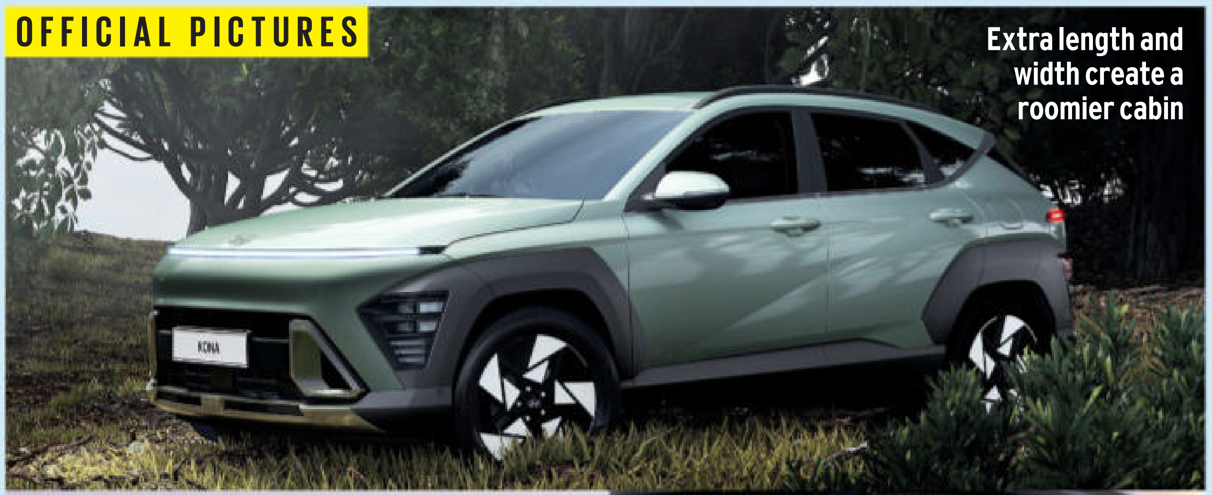
THE NEW HYUNDAI Kona – due on sale in the UK in mid-2023 – has been radically redesigned and extended in all dimensions to cement its foothold in the fiercely fought crossover market.

Early design images reveal that the new Kona takes design influence from 2021's bold Seven concept – which itself previews the upcoming Ioniq 7 EV – with a slim wrap-around front light bar, clamshell bonnet and chunky off-road-influenced design cues.

It is 150mm longer than the Mk1 Kona, at 4355mm, and 25mm wider – increases that, says Hyundai, provide "maximised living space" in the revamped cabin, which hosts a similar wrap-around digital driver display to the Ioniq 5 EV's.

Like the Kia Niro with which it shares a platform, the new Kona will be available with combustion, hybrid and EV powertrain options, all of which are expected to come to the UK. A sporty N-Line model is due, too, although there is no word on a full-bore Kona N hot variant.

OFFICIAL PICTURES



Extra length and width create a roomier cabin

KONA
ELECTRIC

Sales of the NX in Europe have fallen below Lexus's hopes

# Lexus to try again to crack Europe

## Upmarket Toyota brand aims to win over buyers with new EVs and driving dynamics

Lexus seemingly does everything you would want of a premium brand.

In 2022, it topped the reliability survey of Autocar sibling What Car? for the third year running. Owners regularly praise the dealership experience. Lexus was also leagues ahead on electrification, launching its first hybrid in 2005. It was at the forefront of the plush, road-oriented SUV trend, starting with the RX in 1998.

So why does the brand still not resonate with buyers in the UK and mainland Europe? As Lexus owner Toyota basks in a record market share for its mainstream brand on the continent, it is applying an overhaul to Lexus in the region in an effort to fix the imbalance.

Lexus's UK sales to the end of November reached just 9034, down 31% and behind even beleaguered Jaguar, according to UK trade body the SMMT. Even in its best year, 2019, it sold only 15,713 cars.

Despite those small numbers, the UK is still a relatively big market for Lexus compared with the rest of Europe. The brand sold 30,265 cars to the end of October across the region, down 27%, according to ACEA, the SMMT equivalent for Europe.

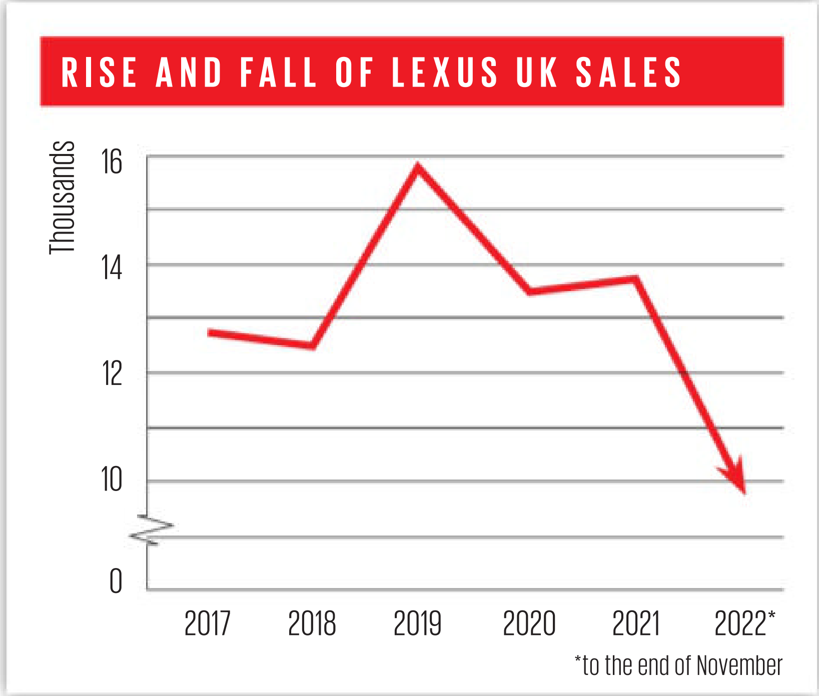
"There's no denying 2022 was a very tough year for Lexus," the head of Toyota in Europe, Matt Harrison, told Autocar. All Lexus models sold in Europe are made in Japan and they have been hard hit by the chip shortage.

At the start of December, the UK webpage for the brand's key NX mid-sized SUV – which vies with the compact UX for best-seller in the Lexus range – was dominated by the message that the hybrid version of the newly launched model has sold out for 2023. The PHEV model remains on sale.

Many car makers have been shifting chip supply to higher-margin models or brands, but not the NX. "The NX has a lot of components unique to the car, so flexibility is limited," said Pascal Ruch, head of value chain and business planning for Lexus Europe. The NX was "central to our growth aspirations [in 2022]", added Harrison, so the production crunch has hit hard.

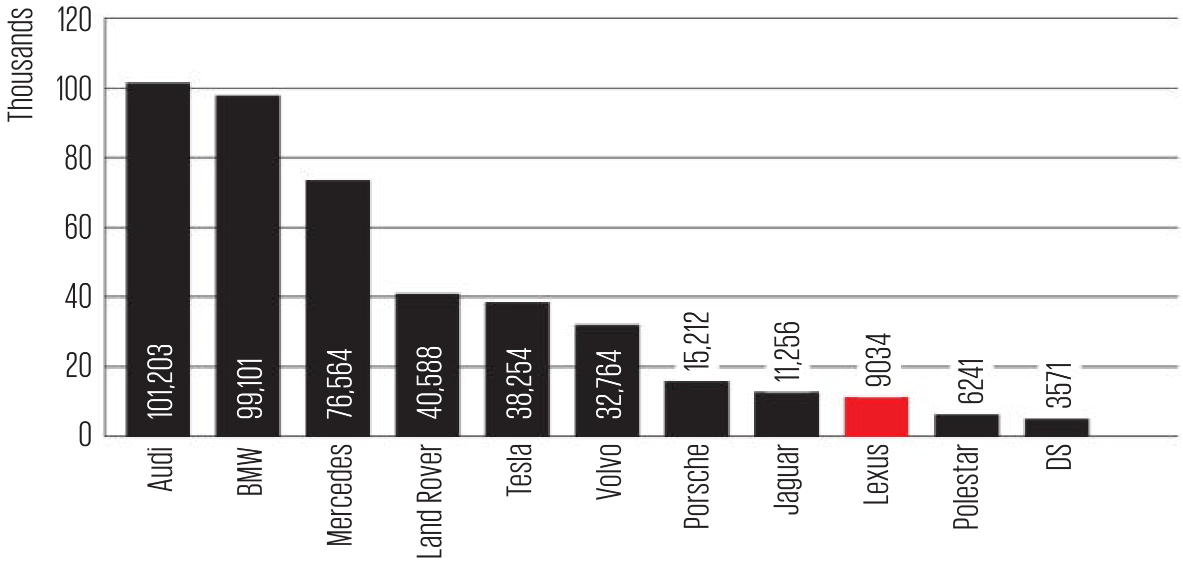
But Lexus's difficulties in the region go beyond shortage. The brand has struggled to appeal to fleet buyers, which accounted for 35% last year

Toyota Europe boss Harrison: "2022 was a very tough year"


RISE AND FALL OF LEXUS UK SALES

> "We want to leverage electrification to reinvent the driving experience"

## 2022 UK SALES: LEXUS vs RIVALS



Electrified Sport EV is seen as a potential successor to the LFA

compared with around half for Mercedes. That's a hangover from the old days. "Diesel was the dominant powertrain for many, many years," said Ruch. "This is now evolving."

Lexus had been in danger of making a similar mistake by not offering a broad enough range of plug-in electrified models, which have fast replaced diesel as the powertrain of choice. The electric UX 300e SUV has been a flop so far, with just 300 sold in the UK to the end of October, with buyers potentially put off by the modest 196-mile range.

Ruch's defence of Lexus's low market share is that it's still a "young" brand compared with the likes of BMW and Mercedes. However, Polestar is even younger and is now snapping at Lexus's heels. But his argument that the brand is positioning itself with the freshest line-up in years carries more weight.

There's more in the pipeline, too. December 2021's reveal of 15 new electric cars for Toyota had seven Lexus models, giving us an intriguing peek into a future when it offers a "full line-up of EVs" by 2030 for Europe. Included in that concept line-up was a sporty-looking saloon and estate, indicating a possible return of the IS and IS Sport Cross. The extreme-looking Electrified Sport EV supercar is also a possibility by 2030.

"We're clearly working on alternative body types that would allow us to not only offer a wider range of vehicles but also meet the growth ambitions we have for Europe," said Lexus Europe boss Spiros Fotinos in May.

Lexus hopes to sharpen its slightly fuzzy brand image with a renewed focus on engineering-led technology that leans to the sporty. "We want to leverage electrification to reinvent the driving experience," said Ruch.

Two innovations stand out: One Motion Grip, which is steer-by-wire; and Direct4 torque vectoring, which applies torque to individual wheels for better grip and control. Direct4 makes use of an electric motor on each axle, on either EVs or hybrids, and is key to the "Lexus driving signature".

That Toyota is persisting with Lexus in Europe is a compliment, given how little the brand needs the European market to succeed. Lexus notched up 760,012 sales globally in 2021, dominated by the US (332,000) and China (227,000). Europe, including the UK, for the same period was just 47,604. Sales outside Europe are mostly larger models such as the RX.

So far, the Lexus formula has not triggered a wave of affection for it in this part of the world but electrification and a unique driving experience are what Lexus hopes will bump up its appeal.

**NICK GIBBS**

## WHAT TO EXPECT FROM LEXUS THIS YEAR

**UX 300e**
Electric compact SUV will a get range upgrade from 196 to 280 miles thanks to a new 73kWh battery (up from the current 54kWh unit).

**RX**
A plug-in hybrid variant of the flagship SUV will arrive. A performance hybrid, badged RX 500h, is also on the way with 366bhp.

**RZ 350e**
The firm's first bespoke EV will serve as a spearhead for Lexus's electric push. It will also be the first model on the dedicated e-TNGA platform.

Councils had £480m cut from 2022 road maintenance budget

# Pothole problem set to worsen

Rising repair costs, funding cut and tighter budgets – plus snow – add to pothole toll

Soaring inflation and the squeeze on council budgets are set to make a dent in the roads maintenance budget as local leaders tighten spending belts – even though the Autumn Statement in November made no direct mention of a highways funding cut.

Thought to be most at risk is the £2.5 billion repair fund pledged in 2020. Spread over five years, this fund promised councils £500 million a year to spend on resurfacing roads, as well as repairing potholes and infrastructure, including bridges.

The government said the annual grants were enough to fund the repair of 10 million potholes each year, although it is up to individual councils – which receive less than half their money for the repair and maintenance of roads from the government – how they spend it. Yet no sooner had the government given them the extra money last year than it reduced its contribution to councils' roads maintenance budgets by £480m, virtually cancelling 2022's share of the £2.5bn repair fund.

As a result – and together with rising maintenance costs (in August, councils reported a 22% increase in the cost of repairing a pothole), higher prices for bitumen now that Russia, once a major source, is banned from supplying it, and reductions in council spending – the outlook for the condition of UK roads is bleak.

In its most recent survey, published last March, the Asphalt Industry Alliance – a trade body that campaigns for improved roads maintenance – reported the backlog for carriageway repairs had increased by 23% on 2021's figure to £12.64bn. It blamed a lack of investment and an absence of long-term planning.

Rick Green, chair of the AIA, said: "The link between continued underinvestment and the ongoing structural decline and below-par surface conditions of our local roads is clear. To ensure we have a safe, resilient and sustainable network, a longer-term approach and significant investment is still needed."

Nicholas Lyes, head of roads policy at the RAC, criticised short-term repair policies: "Repairs are often a 'sticking plaster' and their quality dictated by the money each council considers necessary and can afford. We've been fortunate in having two reasonably mild winters in succession but the roads are crumbling. The one thing stopping them from

Pothole damage gave the AA 225 extra daily callouts in November

### BRITAIN'S CRUMBLING ROADS IN NUMBERS

**£73**

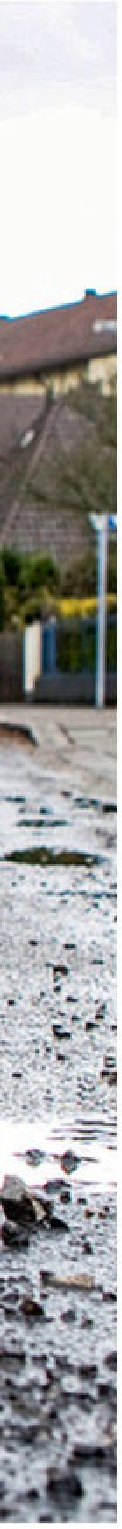
Typical cost of repairing a pothole

**40mm**

Depth of an officially recognised pothole

**24%**

Percentage of Derbyshire's B- and C-roads in need of repair



> “To ensure a safe, resilient network, a longer-term approach and significant investment is needed”

falling apart is the absence of ice and snow.”

But as this winter bites, ice and snow have already struck. This and strained budgets are likely to mean more potholes. According to the RAC, potholes already top the list of motorists’ concerns and 86% of those who responded to the organisation’s 2022 Report on Motoring said they have had to steer to avoid potholes on several occasions.

Its findings are supported by the AA, which says that in the first two weeks of November, it attended an extra 225 daily callouts related to punctures and damaged wheels caused by potholes.

AA president Edmund King said: “[This] is shocking and will only worsen as the weather turns cold.”

One bright spot on the horizon is the government’s second pledge, made in July, to introduce measures to penalise utility and construction companies that leave road surfaces in a bad condition after completing street works.

There were fears that the pledge may become a victim of the recent government turmoil but the Department for Transport has confirmed that it will go ahead. Motorists will be hoping that in the absence of sufficient cash for road repairs, it’s a stick that councils will use forcefully and liberally.

**JOHN EVANS**

## HOW TO CLAIM FOR POTHOLE DAMAGE

**If your car has been damaged because of a pothole and the local authority hasn’t cared for the road properly, you can claim compensation. Here’s what you need to do.**

**1. Gather evidence**
As soon as possible, take photographs of the pothole and measure it.

**2. Make a report**
Let the relevant local authority know about the pothole. Tell them the place, road name or number, and contact details for witnesses. Send them the photos and measurements.

**3. Find out when the road was last inspected by the council**
Do this by submitting a Freedom of Information request to the authority responsible for the road (most likely the local council). This evidence will be useful if your claim is rejected.

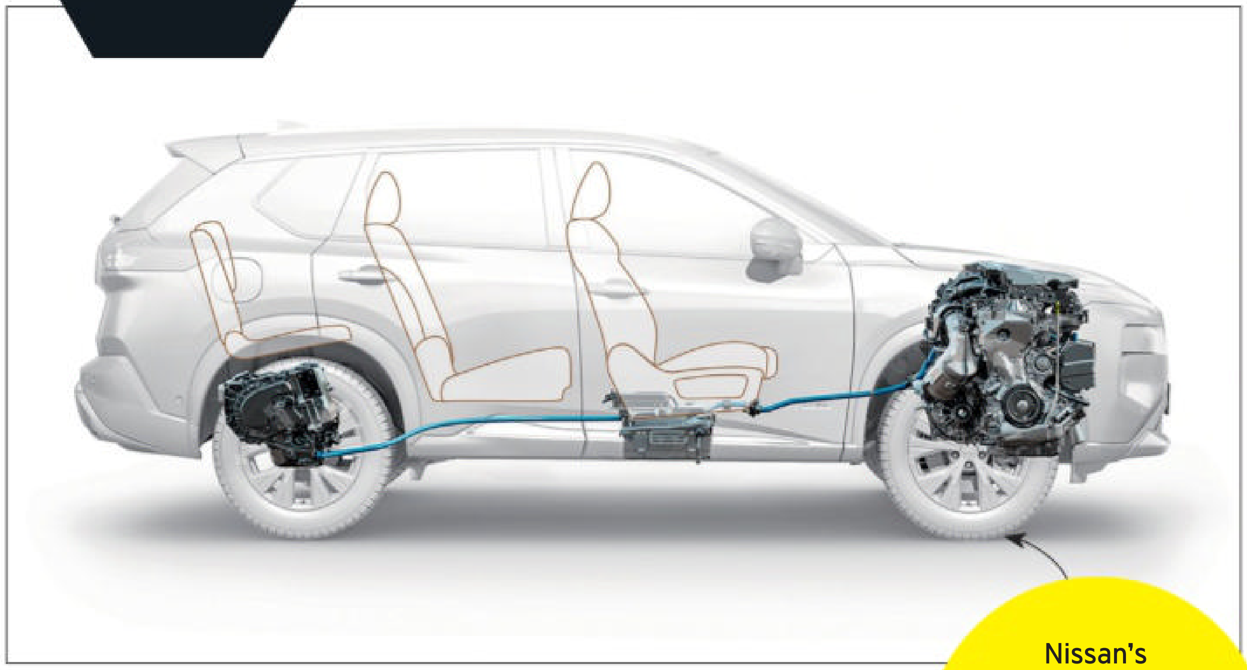
**4. Make your case clearly and include full details**
Write to the local authority concerned, explaining why you think it is responsible for the damage. Give full details. Remember it’s their legal responsibility to maintain the road network.

It’s important to photograph and measure the pothole

UNDER THE SKIN

**JESSE CROSSE**

# ELECTRIC MOTORS ARE THE TECH THAT KEEPS ON GIVING



Nissan’s e-4force all-electric, all-wheel drive system can tweak the vehicle balance in 1/10,000th of a second.

NISSAN’S X-TRAIL SERIES hybrid and Ariya BEV will soon be available with e-4orce AWD in the UK, which adds a second motor (to the rear axle) to give four-wheel drive. In both cars, the front wheels are driven by electric motor only, the difference in powertrains being that the X-Trail is equipped with the Nissan e-Power system, which consists of an electric motor drive backed up by a petrol generator.

Lexus introduced a similar twin-motor all-wheel drive system in 2020 called Direct4. The marketing blurb highlights the advantage of adjusting handling balance by altering the torque of the individual motors. More at the front will promote power understeer, at the rear oversteer and a balance of the two neutrality.

Nissan points out that by individually controlling the degree of regenerative braking at both the front and rear, instead of just at the front, the pitch of the car can be maintained with more of a level stance, avoiding the nose dive associated with any kind of braking.

Is any of that new? Nissan’s use of regenerative braking in this way may be innovative enough, although the fundamental idea of inhibiting dive isn’t and is usually dealt with through the basic design of the suspension geometry. You can even buy an anti-dive kit for the classic Ford Escort Mk1, but you can’t blame manufacturers for wanting to big up the plus points of their latest cars.

Distributing torque from front to rear and from side to side, as Lexus is doing, isn’t new either and has for a long time been accomplished with a combination of mechanics and electronic control, including the choice of gearing in the driveline, electronic differentials, wet clutches and individual use of the brakes.

Changes in the torque output of electric motors can be instantaneous, though (or as good as), and Nissan says its twin-motor system is faster than mechanical all-wheel drive systems. That said, the reaction time of mechanical, torque-shifting systems is measured in milliseconds anyway.

But what these two new features do highlight is how many useful ideas can be squeezed out of electrified drivetrains as the technology develops, and without the degree of mechanical complexity needed with conventional drivelines.

Both systems also showcase what incredibly versatile things electric machines are. As well as doing away with tailpipe emissions, they generate maximum torque from the off, double as both motors and generators, act as powerful brakes as well, don’t wear out and don’t even need servicing.

From early on in the evolution of modern electrified drivetrains, their ability to fill torque gaps in an engine’s performance has been exploited in hybrids to reduce emissions and fuel consumption while providing decent acceleration. Coupled with an engine running on the Atkinson cycle, which is super-efficient but robs it of any transient punch, an electric machine adds the grunt needed for acceleration and generates electricity when slowing into the bargain. Used in that role, you could even argue that electric machines make the combustion engine appear better than it really is.

## AIR-CON’S QUIET REVOLUTION

**With EVs, everything needs to be electrified, including those unsung comfort heroes air-con compressors, which in conventional vehicles are usually mechanical and belt driven by the engine. They need to be compact, vibration free and quiet. The latest example from Mahle’s electric range designed for passenger cars and up to large trucks is this mighty 18kW beast.**

# Wells Vertige production to begin

## British lightweight sports coupé refined in testing; Warwickshire factory now ready

We drove a prototype, awarding it four stars in 3 November 2021 issue

Wells (second from left) with engineers at firm's Midlands HQ

Production of the Wells Vertige, the new £50,000 British sports coupé revealed in summer 2021, will shortly begin at a new factory in Bishop's Itchington, Warwickshire, with the first cars expected to be delivered by mid-2023.

Having already sold the first year's production run of 25 Founder's Edition cars, founder and CEO Robin Wells has begun taking orders for the next annual batch of 25.

Since showing the Vertige at the 2021 Goodwood Festival of Speed, Wells and engineering consultant Robin Hall have continued to develop the car, equip the factory, assemble and train a manufacturing team and create a supply chain, this using as many local suppliers as possible.

Wells and his team have amassed more than 20,000 test miles in Vertige prototypes, driving night and day and taking the opportunity to improve its specification as well as proving its durability.

The latest changes mean the Vertige will have a slightly slower steering rack (2.8 turns lock to lock instead of 2.5) and slightly smaller section front tyres (195s instead of 205s) to improve steering feel. Michelin Pilot Sport 4 tyres replace the original Avon rubber, because Wells and Hall prefer their benign on-limit handling.

Wind noise – an early Vertige issue – has been deafened by subtle modification to the door apertures and careful development of the door seals.

Modifications to the mounting of the rear screen and development of a new one-piece headliner have also made important contributions.

A redesign of the engine's twin airboxes has improved induction airflow and quelled a persistent engine boom.

An uprated engine ECU and a lighter flywheel have also greatly improved the engine's performance feel, says Wells, although there's no change in the 208bhp output of the mid-mounted 2.0-litre Ford-derived powerplant.

This grunt, coupled with the Vertige's ultra-low kerb weight of 850kg, will easily deliver a sub-5.0sec 0-60mph time and a top speed close to 140mph.

It will be built in a factory that consists of four former farm buildings, surrounded mostly by farmland and laid out with Wells' characteristic attention to detail.

This site will be developed in stages: the assembly hall and office first, stores and customer reception next.

Tub is made from sheet steel

Wells chose the location because it's in the heart of the Midlands technology valley, choosing a rural location and buying it outright so he could indulge his passion for green manufacturing.

Wells has begun landscaping and plans a programme of tree-planting. He has already had the part of the River Itchen that runs through the site dredged to improve it as a habitat for wildlife.

The factory will soon have its own water treatment plant, so that it can return water used in its operation back to the river.

Wells has high aims for the factory. Once it's up and running, he wants his car-per-fortnight operation to be a kind of mini McLaren: modern, well organised, energy-efficient, extremely clean and capable of delivering high-quality cars. When operations settle down, they expect to take around 200 hours to assemble each car.

Wells said: "I want the Vertige to be a kind of Volkswagen Golf GTI of low-volume cars: sporty and great to drive but with the underlying solidity and refinement of a really good car from a big manufacturer."

**STEVE CROPLEY**

> "Wells plans a kind of mini McLaren: modern, well organised, efficient, clean and capable of high quality"

Like most key parts, powder-coated subframes are built in-house

# New one-off Chiron up for auction

New woven leather matches Argent Atlantique paint

A ONE-OFF Bugatti Chiron has been revealed as a less radical interpretation of the extreme Pur Sport.

Called the Chiron Profilée, it will be one of the final cars to house the French brand's iconic quad-turbocharged 8.0-litre W16 engine. The recently revealed, Chiron-derived Mistral roadster will be the very last to use the near-1500bhp powerplant.

The bespoke hypercar was created as an experiment to see if aspects of the hardcore Pur Sport could be integrated into a more comfort-focused Bugatti, after customers demanded that one be made.

"We knew that what we had created was too beautiful to be hidden away," said Bugatti president Christophe Piochon, going on to call the Profilée "a true Bugatti and a unique piece of collectible automotive history".

The bespoke coupé incorporates a number of aspects from the Pur Sport, such as shorter gear ratios for faster acceleration and a tweaked chassis with harder springs for better handling over the Chiron Sport.

It also has a host of unique features, including a 6ft-wide fixed rear wing that's used both to increase downforce at the rear and to suck hot air out of the engine bay.

Inside, the Profilée is the first Bugatti to get a woven-leather finish.

The Argent Atlantique paint (which is also found inside the car) is bespoke.

The Profilée will be auctioned next month, with an undisclosed part of the proceeds going to charity.

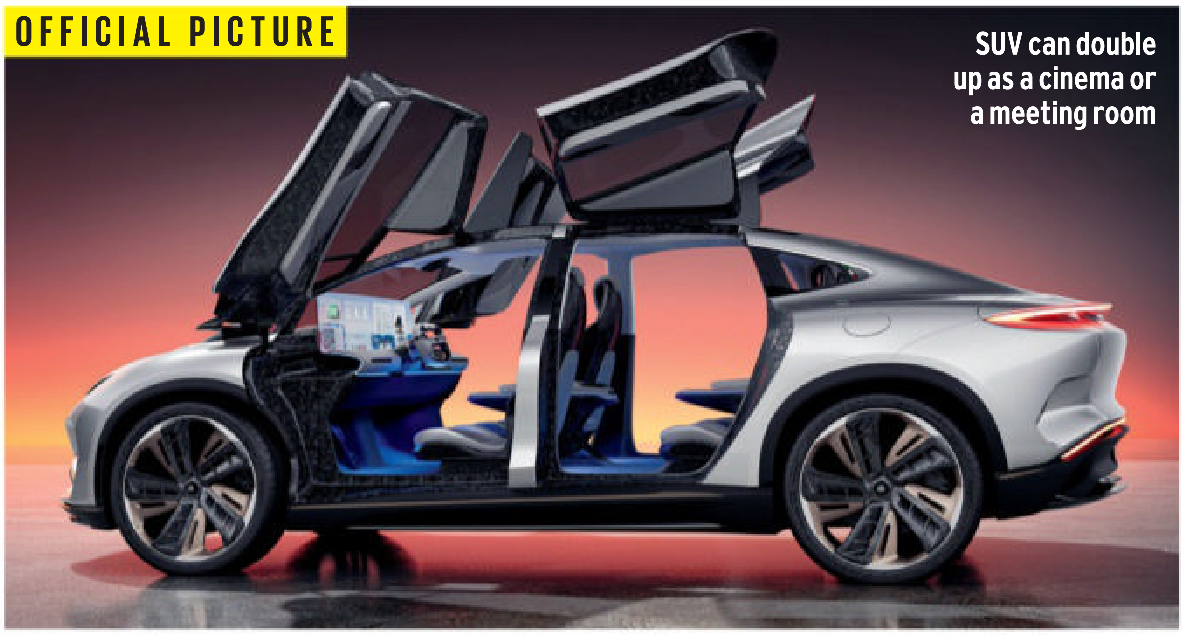
OFFICIAL PICTURES

Profilée's set-up is somewhere between Sport and Pur Sport

## AEHRA SHOWS MAIDEN CAR'S MULTIMODAL INTERIOR

Italian-American EV start-up Aehra will launch its £155,000 SUV with a 'home theatre' mode that turns the car into an automotive cinema. This is made possible by a full-dashboard-width monitor – similar to BMW's top-rung iDrive display – that extends upwards to cover the entire windscreen. This mode won't, of course, be available while you're driving. Other configurations of the near-800bhp car's interior, shown here for the first time, include lounge and meeting room modes. The SUV is due to arrive in 2025, with 25,000 units planned annually.

OFFICIAL PICTURE



SUV can double up as a cinema or a meeting room

# Jim Holder

## INSIDE INFORMATION

Ford Transit Custom: both the brand and its van are sales leaders

THE OFFICIAL NUMBERS will come in over the next few days, but here are the headlines to look out for from 2022's registrations.

- The UK's best-selling vehicle is likely to be a van for the second year in succession, namely the Ford Transit Custom. Those battling for the top spot among cars included the Nissan Qashqai, Vauxhall Corsa and Ford Puma.

- Ford registered the most vehicles, its supremacy in the commercial vehicle market with the Transit range combining with its strength in the car market (led by the Puma and Kuga SUVs, both top-10 staples) to put it comfortably ahead of Volkswagen. Purely on car registrations, however, Ford and Volkswagen were closely matched.

- The fight for the final podium position was too close to call, but what's of most interest is that the traditional three-way fight between Audi, BMW and Mercedes-Benz became a two-way one, as Stuttgart cut supply of the small-margin and traditionally heavily discounted A-Class. Kia – early in the year the best-selling brand in the UK – and Toyota are also in with a shout of the bronze.

- The standout performer was once again MG, its resurgence defying every prediction and proving that there's both a market for capable yet affordable cars (see also Dacia's incredible year-on-year growth) and cars that fall into that same bracket while being electric. MG's final tally is likely to leave it on the cusp of being a top-10 UK manufacturer, marginally behind Peugeot and well ahead of Skoda, Land Rover, Mini, Tesla, Mazda and Seat, to name a few big-name scalps.

- As a reminder of the tumultuous year we've just been through, registrations are likely to have ended around 4.9% down on the devastatingly slow 2021. Only EVs enjoyed any kind of gains (rising roughly 29% year on year, gaining as manufacturers traded emissions averages to allow them to sell more bigger, more profitable vehicles). That focus meant PHEVs suffered, registrations falling around 14%. Freer chip supply is expected to result in PHEVs rebounding in the longer term (a 30% rise year on year is forecast for 2023), although the bump must raise questions over the long-term appeal of this so-called bridging technology.

- Finally, a word about diesel, which accounted for only around 9.7% of registrations last year and remains in a slow death spiral. Forecasts for next year suggest it will account for 7.5% of the predicted 1.81 million total registrations and then in 2024 just 5% of the hoped-for 1.95 million registrations. Few will mourn its demise, but it's worth reflecting that, for all its shortcomings for human health, it remains an effective, low-CO$_2$ mode of propulsion for heavier vehicles that no modern mainstream technology can yet match.

# ‘Amazing’ EV future for RS Audis

## Future of TT and RS may be uncertain but electrification opens new doors, says MD

R8 GT RWD ends ICE supercar lineage after 16 years

The electrified Audi RS models of the future will be “no less amazing” than today’s line-up, according to Audi Sport managing director Sebastian Grams.

The sub-brand will produce “partially or fully electric cars” by 2030, he said, prompting questions about how these will look, feel and drive.

The man overseeing the transformation has led Audi Sport for nearly two years, having taken over at a crucial time as it starts to build on the success of the RS E-tron GT.

Autocar spoke to him about learning from today’s high-performance EVs, Audi’s partnership with legendary gymkhana driver Ken Block and joining Formula 1 in 2026.

RS E-tron GT of 2021: Audi Sport’s first EV

**Does combustion still have a role to play for Audi Sport, especially regarding run-out specials like the R8 GT RWD?**
“What you see today is pure fuel combustion [in the R8 GT RWD and the TT RS Iconic Edition], but we’re on our way to electrification with a clear plan. By 2030, we will have 100% of partially or fully electric cars. Where we have new models coming, combustion engines play a role to make a hybrid powertrain agile and fun.”

**But surely an ‘element of electrification’ still means a combustion engine is involved?**
“We’re going in the direction of performance plug-in hybrid systems. And I can tell you that this will be no less amazing than what you’re driving today. I believe that you will also have more opportunities to design the driving performance to be even cooler for the customer. So what kind of modes do you have? You see it here with the drift mode [in the R8 GT RWD]. You can play with these things that are coming more from the electrical side and also in combination with the electric motors on board. It will be fun.”

**Do you think there’s a way to do that without adding too much weight?**
“This is the major question, I guess for all high-performance manufacturers. But yes, we can do that. It’s a trade-off, so we need to perfectly design that. This is exactly what my head of R&D [Steffen Bamberger] is doing brilliantly with the team: to find the perfect balance.”

**BMW M has gone on record saying it doesn’t feel that its customers are particularly concerned about a lack of engine noise. Are you also confident about keeping your fanbase in the move to EVs?**
“I think we have a perfect example with the RS E-tron GT. This was our first high-performance EV out of Audi Sport, and you can already see that people who drove our RS6 before are moving into the electric world and are completely open to the electric world.

“We believe that sound plays a major role also in electrification. Therefore we also decided to bring a specific RS sound to the RS E-tron GT. This isn’t like a combustion engine; it’s transformed into the electric world but also shows the performance. And with our latest product, the [S1 Hoonitron] prototype with Ken Block, we wanted to show how pure and also fascinating electrification can sound.”

**What lessons have you learned from the RS E-tron GT that you’re applying to this 2030 target?**
“Firstly, performance isn’t a problem at all. Secondly, with the E-tron GT and the RS E-tron GT, we also need to bring a specific differentiating design, and we need to make it more sharp. So edgy, sporty: people love to have these elements in the electric age.”

“Our biggest wish is to have an R8 successor, but it depends on other things”

Listen to Block’s S1 Hoonitron to hear RS future

Grams was formerly at Seat, Porsche

**Are you excited about the prospect of RS-branded SUVs?**
“We have our RS Q3 and RS Q8, which are very well accepted in the market. But we will definitely also bring more SUV models in the RS segment and also in the electric world. We have 16 models within the RS portfolio, and we’re trying to offer the perfect product to different customer groups.”

**Will there be a successor to the R8?**
“Our biggest wish is to have a successor of the R8. If you’re asking if we need to do it, it depends on other things inside the [Volkswagen] Group. We can’t decide these things alone. Therefore we have a board of management. We’re looking for different kinds of concepts. It needs to fit our strategy in the right direction of electrification.”

**How far advanced are plans for an electric TT?**
“I can’t comment. Today, the TT is an icon. And what we want to show with the Iconic Edition is, let’s say, the ultimate TT you can get. We as Audi Sport always fight for perfect high-performance products in the different segments. Let’s see what the future brings.”

**Now that Audi is committed to Formula 1, will budgets be tighter for road cars?**
“Not at all. First of all, the regulations are changing for F1. So you have a clear cost cap giving every competitor a limit. This was important for us, as you don’t want to burn endless amounts of money.

“With F1, we want to make the [Audi] brand even more visible around the world.”

**PIERS WARD**

Audi will take over Sauber team and build own powertrains for F1

# Matt Prior

## TESTER'S NOTES

Granturismo Folgore is an engaging steer despite no engine and extra weight

That all Maseratis will be electric by 2030 has been thrown into clearer focus now that we've driven one (the Granturismo Folgore, p28).

Dare I say that Maserati is one of several car makers defined partly by the engines they use? You might have disliked the V8 Granturismo's girth or thought the Quattroporte lacked the opulence of a true luxury car, but you liked gunning the throttle in either.

But Maserati has committed – as it must – to finding another way and defining what its cars stand for when that central component is removed.

Who else is in this boat? Ferrari and Lamborghini, naturally. Mercedes-AMG and BMW M, for sure. Porsche and Jaguar, to an extent. Then a bit of Honda, plus muscle cars such as the Chevrolet Corvette – although I suspect new V8 Ford Mustangs and Chevrolet Camaros will be knocking around the US for a long while after they've been banned in Europe. And then, I suppose, any car maker that relies on light weight for its character will be under the cosh, too, until the energy density of batteries improves.

Anyway, I liked this Maserati EV. It's too early to tell just how much, as my drive came on a wet and unfamiliar race track and, being a prototype, it threw a wobbly that shortened my experience. But the chassis mastery that it displayed was extremely deft.

Engineers tell us that electronics react more quickly than combustion engines and their ancillaries are able to, so if they're trying to tune throttle response, stability control or torque vectoring, they can do it with a lot more bandwidth, and a lot faster, than they could, say, tune a turbocharged engine response or try to get a differential to hook up. In an EV with two motors at the rear, they can overspeed an outside wheel and underspeed an inside wheel to get a car to turn as quickly as they like.

Maserati has done so to good effect. The Granturismo Folgore behaves as you would want. The thing is, won't everyone else do the same? They will all have the same kind of motors, the same kind of response times, the same kind of hardware and the same kind of software. And won't they, to an extent, want a similar thing? Stability sometimes and adjustable handling sometimes. But then there's also the 95% of the time when neither matters but there has hitherto been a woofle, howl or brap in the background.

I'm intrigued by how this is going to pan out. A whole bunch of car makers sell cars on the basis that we want one, not need one, and they've spent decades making cultured engines central to that appeal. Now within a decade they have to tear all of that up and pretend that it didn't ever matter in the first place. I don't think it's guaranteed they will all manage it.

> "They've spent decades making engines central to their appeal. Now they have to tear all that up"

■ Anne Sacoolas was given a suspended sentence last month for causing the death by careless driving of Northamptonshire teenager Harry Dunn, ending his family's three-year battle for justice. The American was on the wrong side of the road when she knocked Dunn from his motorbike in August 2019, after which she claimed diplomatic immunity and left the UK. She didn't return for sentencing.

I've nothing but admiration for the composure, dignity and persistence of a family who have been through hell to finally get the justice they promised Harry on the night he died.

Justice for Harry was a long, hard battle

Justice4Harry

**GET IN TOUCH**

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## THE NOTEBOOK

### BATTERY MYSTERY

With less than two years until an electric Range Rover is due, there's still no word on who will supply battery packs for JLR's upcoming EVs. Pressed for a clue, sustainability boss François Dossa said: "This isn't ready to be shared yet, but we know exactly where the batteries will come from." JLR was recently linked with Envision AESC, sparking reports that they could build a UK gigafactory.

### QUICK OFF THE MARK

On his very first day back in the Lamborghini hot seat in 2021, Stephan Winkelmann sat through a long presentation by design boss Mitja Borkert, detailing everything the firm could be doing. The car that got approved that day was the Huracán Sterrato. Previous executives hadn't decided what to do with the concept, but Winkelmann was clear straight away: this off-road supercar was pure Lambo.

### SLOW OFF THE LINE

With the GR86 sold out and GR Yaris orders on pause, Toyota today sells just one sports car in the UK: the GR Supra. European product boss Andrea Carlucci was cryptic on the prospect of new GRs ("wait a moment," he told Autocar) but said that having a limited range wasn't a problem: "These are limitations that we will overcome. Having started this, the journey continues."

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# Steve Cropley

## MY WEEK IN CARS

Blessed with 4WD, Duster took winter weather in its stride

### MONDAY

What the hell were we going to talk about over Christmas? This problem confronted Matt Prior and me as we contemplated recording our My Week In Cars podcast for the seven days blanketing Christmas Day, when we would actually be at home for the Yuletide family follies. We could, of course, make it up (regarded by critics as the journalist's mantra), but we didn't want to do that.

Then a good idea bobbed up: why not invite Chris Harris, Top Gear TV star, hero driver and Autocar alumnus, to join us in our makeshift studio (my Gloucestershire dining room) and talk about stuff? Although pushed for time, Bristol-based Harris rushed across the Cotswolds in his current smoker, a 626bhp BMW M5 CS, and the three of us were soon talking at 19 to the dozen like in the old days. Except into microphones. Thankfully, old stuff didn't predominate. Harris has trenchant views on all aspects of modern motoring, and it was great to hear him, as committed and courageous as ever. I hope you get a chance to enjoy it too.

### WEDNESDAY

You and I may see electric cars' built-in high performance as democratising and fundamentally good, but others think it's a worry. America's Automotive News has noted that the new electric GMC Hummer, a big, bouncing barge if ever there was one, can go from 0-60mph in well under 4.0sec, the same time it takes in a healthy ICE Ferrari. The maker, naturally, sees it as a selling point.

> “It feels as if all that grunt will do you actual bodily harm”

I'm never going to start complaining about great acceleration, especially when it's electric and (might be) generated from renewable energy, but EVs have definitely helped me find a natural limit that I never knew I had. Down to a 4.0sec 0-60mph time, I find that a car just feels enjoyably fast. Reach the mid-3.0sec region and it starts to feel as if all that grunt, deployed in a tenth of a second, will do you actual bodily harm.

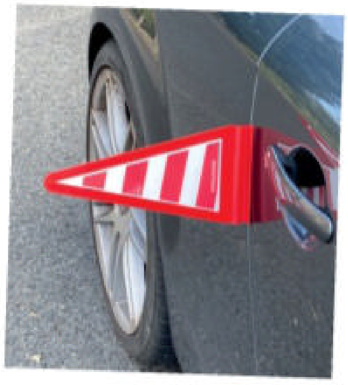
### SATURDAY

That former long-termer of mine, the Dacia Duster 1.5 Blue dCi 4x4, has been an official member of our household for many months, and in all that time I've been keen to test its mettle in tough going. A chance arrived today when the Steering Committee and I were driving south on the Fosse Way north of Cirencester: a patch of driving snow, lying on a stretch with long descents and steep climbs, began to seriously impede two-wheel-drive traffic.

One reckless bloke, driving too fast, put his Audi firmly into a tree. Others with 2WD slithered dangerously down slopes or wheelspun laboriously up them, steam billowing from their slipping tyres. This was getting serious, but there wasn't much we could do beyond avoiding our own accident by driving politely past them all and homeward. With '4WD LOCK' engaged and our trusty 65-profile Goodwood Vector 4Seasons tyres behaving as designed, I don't believe we experienced a single revolution of wheelspin.

## AND ANOTHER THING...

Whenever I drive past one of these door gizmos designed to widen a parked car, I feel peeved. They're beloved of I-know-my-rights types who insist on parking in awkward spaces. This Audi driver could've parked 30 yards up the street and reduced the angst of all. Why not?



### SUNDAY

I'm feeling a bit aggrieved on Nissan's behalf, having just seen The Sunday Times label the super-successful, British-built Nissan Qashqai "the car for people who don't like cars".

That's newspapers for you, I suppose. The people who write the stories – and therefore understand the minutiae – don't usually write headlines. Those who do are far less involved, often seeing the priority as being to fill lines neatly so a page design looks nice. [subs to fill]

The Qashqai is no excitement machine, but the last one I drove (the ingenious e-Power hybrid with very decent 187bhp performance and far less battery avoirdupois than a full EV) was refined, quick, efficient, technically interesting and enjoyable. It reminded me that if you need a truthful verdict on any complex modern product, you had better choose your reviewer wisely.

GET IN TOUCH
✉ steve.cropley@haymarket.com @stvcr

# Damien Smith

**RACING LINES**

Will trad Toyota be able to stay ahead of innovative Audi?

# SAND WE'RE OFF FOR 2023

## New season starts with the Dakar Rally in the Saudi Arabian desert

By the time you read this, the 45th edition of the Dakar Rally should be deep into its first week of gruelling competition. A relatively short prologue stage was due to get the classic event going on 31 December, before the rally proper started on New Year's Day, as more than 350 entries launched themselves into the deserts of Saudi Arabia.

'Dakar' has been a misnomer since 2009, when the event left North Africa because of increasing security concerns. It spent 10 years in South America and then relocated to Arabia four years ago. However, there's never any suggestion that the rally raid will change its name, such is the familiarity and strength of the Dakar branding.

It will all finish on 15 January, by which time the competitors who get that far using a range of cars, trucks and motorcycles will have completed 5312 miles, nearly 3000 of which will have been against the clock.

The fact that one four-day section runs through Saudi's Empty Quarter offers a clue as to just how remote it gets through the desert dunes. The Dakar's billing as contemporary motorsport's last true epic adventure is no exaggeration.

### AUDI BIDS FOR HISTORIC WIN

At the sharp end, the main question is whether Audi will make history by becoming the first manufacturer to win the Dakar with hybrid power. Following a striking debut last year, Audi has again entered three RS Q E-trons, now significantly updated. Its designers must have needed a doctorate in Jenga to package its complex powertrain, which is made up of three motor-generator units, a turbocharged petrol engine, a clever software-driven centre differential with variable torque distribution, plus a high-voltage 50kWh battery.

Inevitably, it's a heavy beast, but the fear of its main rivals at traditionally ICE-powered Toyota and Prodrive is that the Audi could be a game-changer in performance. Last year, the car won four of the 12 stages and was knocked out of contention only by suspension and navigational problems.

There's so much that can go wrong on an event that tests mechanical and human frailties to the hilt. As ever in motorsport, clever technology and pace advantage are no guarantees of victory.

Audi's star line-up is back: Stéphane Peterhansel, who is bidding for his record-extending 15th Dakar win (on both two and four wheels), double World Rally Champion and triple Dakar winner Carlos Sainz and the versatile Mattias Ekström.

They're facing off against reigning champion Toyota Gazoo Racing and its mega GR Hilux DKR T1, as 2022 winner Nasser Al-Attiyah targets his fifth victory.

Then there's Prodrive and its BRX Hunter T1+ team, with the evergreen Sébastien Loeb once again hoping for his first victory.

There's strength and depth at the top of the field, but as ever each competitor will have their own story to tell amid the range of classes and vehicles that tackle this lunacy.

### SAUDI'S HOME HERO

Take Dania Akeel as an example. The Jeddah-born female off-roader is racing in her second Dakar with experienced co-driver Sergio Lafuente in their Can-Am Maverick X3, which runs in the light-prototype T3 category. They finished eighth in class last time and return to the Arabian desert having finished second in

> “Clever tech and pace advantage are no guarantees of victory”

the T3 class in the FIA Cross-Country World Cup series.

"Honestly, I love it. I love the novelty," says Akeel, who takes a philosophical approach to her chosen sport. "On each event, the terrain is always new, even on the same event two years running. It will always be different. Also, you're always changing as a driver. Definitely 'adventure' is the word for it. It pushes you to limits that you don't know you have. You really face yourself in these races. While that can be enjoyable, it can be emotionally quite challenging to constantly face a point where you think: 'Okay, this is my limit.' But then you see yourself pass it and cross the threshold, and your perspective changes. It has implications on every part of your life."

From age 14, Akeel was educated in the UK, where she gained her first driving licence and learned to ride motorcycles. Hailing from a country that banned women from even driving on the road until 2018 inevitably means she stands out.

The first Saudi woman to hold a national motorcycle competition licence, she raced bikes in the Middle East before an accident curtailed her two-wheel ambitions, after which she "veered off road" and into cars. So far, results suggest she has potential to turn motorsport into a career, but her background in business has her taking a pragmatic approach.

Also a motivational speaker and having already written a book about aspects of her life, Akeel is giving it "three to five years" to find out whether this rugged route is sustainable.

### WALKING ON BROKEN GROUND

Just don't call her a pioneer. "I don't see myself as breaking ground as much as the landscape is changing and opportunities are now readily available," she says of her status in a region that still has so much work to do on gender equality. "The ground is already broken and I'm walking through it."

She insists that society is genuinely changing in Saudi and knows she is lucky to be able to make the most of it.

"I'm one of the first but definitely not the first. That's a nice reference for people, and I love to show them there's opportunity. I've been able to see this early, and because I love to drive so much, any opening in this space means I'm ready. I've got my licence, where can I sign up?"

As for the Dakar, Akeel is too sensible to make predictions. "I'm just going to drive my best and hopefully the honesty, discipline and balance you need in the desert will pay off," she says. "So much is out of my hands."

That's the same for everyone on this rally.

Akeel is representing the host country and Arab women at Dakar

## GOOD XMAS

**LAMBORGHINI**

The Italian firm has signed ex-Formula 1 and current Indycar racer Romain Grosjean to develop its LMDh hypercar, which will begin endurance racing in 2024. He will make his Lambo debut this month, driving a Huracán GT3 in the Daytona 24 Hours.

## BAD XMAS

**SILVERSTONE**

Regulars have been saddened by the passing of Syd Herbert, better known as Silverstone Syd, who for decades drove the Jaguar fire-tender safety vehicle at the circuit. Tributes poured in following his death before Christmas at the age of 89.

## TOP STEP

## Gulf 12 Hours

Ferrari 488 won convincingly from strong field of 34

BRITAIN'S JAMES CALADO signed off on 2022 by adding a Gulf 12 Hours victory to his roster of success.

The World Endurance Championship's GTE Pro class king was part of AF Corse's crew that led a Ferrari one-two in the race held at the UAE's Yas Marina Formula 1 track.

The win marked the Italian team's fourth and Ferrari's eighth in 11 editions of the race, which ran continuously across 12 hours for the first time, rather than being split into two six-hour chunks.

Calado, Antonio Fuoco and Alessandro Pier Guidi completed 335 laps 14.388sec ahead of the sister 488 GT3 driven by Davide Rigon, Alessio Rivera and Nicklas Nielsen.

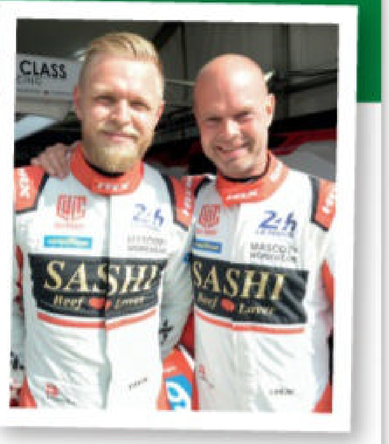
"It's a tricky race," said Calado. "It's very competitive, there are a lot of great drivers, so to win with all these cars on the grid is obviously a great achievement. To go out at the end of the year with a win is really nice. I'm over the moon for the team."

An Audi R8 LMS Evo II completed the podium, while Daniel Juncadella was crowned the 2022 Intercontinental GT Challenge champion, despite failing to finish in his Team Gruppe M Mercedes-AMG GT3.

AMG's Juncadella: he's got the whole world in his hands

## MOTORSPORT GREATS

### THE MAGNUSSENS



Let's include a father-and-son duo in our greats club for the first time. Jan Magnussen, who has featured here before, misfired in Formula 1 after a stellar season in British Formula 3 but then reinvented himself as an endurance racing star. Kevin surpassed his dad's achievements with McLaren, Renault and Haas before dropping out of the top tier – only to gain an unexpected second chance last season. 'K-Mag' is continuing with Haas this year, but that isn't stopping the 30-year-old from guesting in sports cars and racing with his dad, 49, when he can. The Danes shared a car at Le Mans in 2021 and resurrected the partnership in December in a Ferrari at the Gulf 12 Hours, marking Kevin's debut in a GT3 car. "It has been great to spend the weekend like this with my dad," said Kevin. "We had a lot of fun. We've been talking racing all our lives, and doing this you go another deeper level, which is really cool." They will reunite once again at the Daytona 24 Hours, driving a GTD car, before Kevin is dragged back into his day job.

RED BULL CONTENT POOL, GETTY IMAGES

# FIRST DRIVES

NEW CARS TESTED AND RATED

**TESTER'S NOTE**
Not all get on with the 'virtual mirrors' and they save only about five miles of range. They allegedly also cut wind noise at high speeds, but that's not as useful on the M25 as on an autobahn. **IV**

**TESTED** 1.12.22, LANZAROTE, SPAIN **ON SALE** APRIL

# AUDI Q8 E-TRON

## New name but not a new car, instead a range-boosting update to E-tron electric SUV

When the E-tron SUV arrived in 2018 as Audi's first proper EV, it made headlines with its impressive 150kW peak charging rate, but even then the range was nothing to write home about. Four years later, its numbers are only about okay, so it's a good thing that it's facelift time.

Signalling the profundity of the updates is a new name: to bring the flagship in line with the smaller Q4 E-tron and forthcoming Q6 E-tron, it's now known as the Q8 E-tron.

There are some visual tweaks, including new alloy wheel designs and redesigned bumpers and grilles, but the big news is to be found under the skin. Four years of advances in battery energy density have enabled Audi to increase the usable capacities of the battery packs from 71kWh to 89kWh (in the entry-level 50 variant) and from 89kWh to 106kWh (in the 55 and the sporty SQ8). Meanwhile, more advanced motors and a reduced drag coefficient have improved the energy efficiency.

Even so, 2.6mpkWh is still pretty poor, and on my test drive in very mild conditions the digital gauge cluster indicated just 2.2mpkWh – a figure that would translate to a real-world range of just 230 miles.

When it does need a top-up, the 55 can accept charging rates of up to 170kW – a useful increase but nowhere near the rival Genesis Electrified GV70's 240kW limit.

To top off the upgrades, there's faster steering, retuned suspension (as before, all variants ride on air springs) and cleverer stability control and traction control.

As before, the Q8 E-tron is an understatedly handsome and well-proportioned car, and in Sportback form it doesn't suffer the ungainliness of some SUV-coupés.

Not much has changed inside either, solid build quality and upmarket materials remaining present and correct. The lower touchscreen (for the climate) still does a job that knobs and switches could do better, but it works quite well, as does the main infotainment touchscreen. The sports seats are easy to get comfortable in and there's no shortage of storage space.

The 2.5-tonne Q8 E-tron is quick and accelerates smoothly

To drive, the Q8 E-tron is pleasant and mostly unremarkable. A 0-62mph time of 5.6sec is quick by any reasonable standard, yet it doesn't suffer from the jumpy throttle response of Teslas and some other EVs. You can vary the amount of regenerative braking using paddles or simply let the car figure it out in the adaptive mode.

The Q8 E-tron retains impressive noise isolation, but even on the glass-smooth roads of Lanzarote, there was more fidget to the ride than you might expect from an air-suspended luxury car. At least it dispatches ruts and potholes fairly well, despite its large wheels.

Audi's vehicle dynamics engineer told me it was a deliberate choice

Still spacious, luxurious and high-tech – in a good way

Chassis set-up feels sportier than before, regrettably

not to make an Audi float across the road like a Mercedes-Benz S-Class or a Range Rover. That's fair enough in Germany, perhaps, but it might prove a bit too much on UK roads. The old E-tron struck a nice balance, so it would be a shame if we discover that it has been pushed too far in the direction of sportiness with this update.

After all, you wouldn't call the Q8 E-tron particularly sporty. It handles tidily, with decent grip, tight body control, well-weighted, progressive steering and a subtle sense of rear bias, but it's too big and heavy for you to really want to chuck it around.

Prices start at £67,800 for the 50, while £80,300 buys you the 55, and the S (see right) comes in at £97,500. The Sportback bodystyle then demands a £2500 premium whichever powertrain you choose.

The BMW iX, which in xDrive40 form has a comparable spec to the 55, costs slightly less and is roomier but has a shorter range. The Mercedes-Benz EQC and the Jaguar I-Pace are pretty old and not very efficient either, although the Jag is at least very good to drive.

This is a market segment that currently doesn't exhibit the best the industry can produce. As an alternative, the Electrified GV70 is only slightly smaller and less rangy, but is faster, more efficient and almost £10,000 cheaper.

**ILLYA VERPRAET**

### AUDI Q8 55 E-TRON SPORT

Some meaningful upgrades have been made and it's competitive in its class, but better EVs are out there

★★★⯪☆

| | |
|---|---|
| **Price** | £80,300 |
| **Engine** | Two asynchronous motors |
| **Power** | 402bhp |
| **Torque** | 490lb ft |
| **Gearbox** | 1-spd reduction gear, 4WD |
| **Kerb weight** | 2510kg |
| **0-62mph** | 5.6sec |
| **Top speed** | 124mph |
| **Battery** | 114/106kWh (total/usable) |
| **Range, economy** | 330 miles, 2.6-3.1mpkWh |
| **$CO_2$, tax band** | 0g/km, 2% |
| **RIVALS** | BMW iX, Genesis Electrified GV70, Mercedes-Benz EQC |

**TESTED** 1.12.22, LANZAROTE, SPAIN **ON SALE** MAY

# AUDI SQ8 E-TRON

## Sporty sibling is similarly enhanced

As part of the Audi E-tron's facelift and rebranding to Q8 E-tron, the E-tron S has become the SQ8 E-tron.

This 496bhp electric SUV retains its distinctive tri-motor layout (one at the front and two at the back), which allows it to do true torque vectoring. As such, it can send up to 162lb ft more torque to one wheel than the other, thus actively rotating itself through the corner.

The facelift changes mirror those seen on the regular Q8 E-tron. The 106kWh battery pack boosts the WLTP range from 221 to 284 miles (295 miles if you pick the coupé-like Sportback bodystyle), while energy efficiency remains at a rather lacklustre 2.2mpkWh (2.3mpkWh for the Sportback).

However, while the Q8 E-tron 55 keeps pace with rivals, the SQ8 is up against the BMW iX xDrive50, which gets 341 miles of range from the same size battery. Meanwhile, the Genesis Electrified GV70 extracts the same range as the SQ8 from a much smaller battery.

All of that might be forgiven if the SQ8 were truly extraordinary to drive, but sadly it isn't. With a 0-62mph time of just 4.5sec, it has moved into the 'uncomfortably fast' territory that the most accelerative EVs occupy. And is it more fun? Not really.

You might think the real difference would come courtesy of the SQ8 E-tron's torque-vectoring capability. Last May, we got to experience what it can really do on a frozen lake, and while that was very impressive, you would be hard pressed to notice the difference from the regular Q8 E-tron on a dry road.

Jaw-dropping pace, jittery ride

The SQ8 E-tron feels slightly more agile than that car, but then you certainly wouldn't want to get 2.6 tonnes of SUV sideways on a public road.

More noticeable is the additional restlessness of the SQ8 E-tron's ride. It stops short of being truly bothersome, but then the trade-off in handling isn't really there.

The SQ8 E-tron is noticeably faster than the Q8 E-tron 55 and, owing to its wider wheel arches and lower stance, it looks more sporting than its brethren. The flip side is a hefty price increase and quite a penalty to the range, without a tangibly different, let alone superior, driving experience to justify them.

**ILLYA VERPRAET**

### AUDI SQ8 E-TRON SPORTBACK BLACK EDITION

Prodigiously fast but not special enough to justify the slight ride compromise and high price

★★★☆☆

| | |
|---|---|
| **Price** | £100,000 |
| **Engine** | Three asynchronous motors |
| **Power** | 496bhp |
| **Torque** | 718lb ft |
| **Gearbox** | 1-spd reduction gear, 4WD |
| **Kerb weight** | 2650kg |
| **0-62mph** | 4.5sec |
| **Top speed** | 130mph |
| **Battery** | 114/106kWh (total/usable) |
| **Range, economy** | 295 miles, 2.3-2.6kmpkWh |
| **$CO_2$, tax band** | 0g/km, 2% |
| **RIVALS** | BMW iX, Genesis Electrified GV70, Mercedes-Benz EQC |

**TESTER'S NOTE**
The huge gearlever takes a bit of getting used to, a good aim and steady pressure are required to get the best from it. **MD**

**TESTED** 25.10.22, SUSSEX **ON SALE** NOW

# SHELBY DAYTONA COBRA

## Licensed recreation of one of the most evocative and valuable 1960s race cars

Very few history lessons could be more compelling than this one: the chance to drive what is pretty much a road-registered version of one of the most famous race cars from the 1960s.

The logic of demand outstripping supply has created plenty of kit cars, replicas and officially sanctioned 'continuation' models, but none is better looking than the Shelby Daytona Cobra.

The original Daytona Coupe was a car born from frustration – Carroll Shelby's aggravation at the inability of the Cobra roadster to match the top speed of the more aerodynamically efficient Ferrari 250 GTO on faster tracks as they fought in the early 1960s. Shelby employee Pete Brock created coupé bodywork to fit around the same basic mechanical package, with a truncated tail making the new car far more slippery through the air – and stunningly gorgeous, too. It was hugely successful, winning the FIA GT Championship in 1965, and the six original cars now change hands – rarely – for eight-figure prices.

There have been plenty of Daytona Coupe replicas over the years, built to wildly varying standards, but this one has the distinction of being officially sanctioned by Shelby International, built in South Africa by Hi-Tech Automotive and sold in the UK by Le Mans Coupes of West Sussex.

Despite that, it isn't a slavishly accurate recreation but rather a modernised evocation that shares the original's basic form – although with a slightly larger cabin – and some anachronistic upgrades.

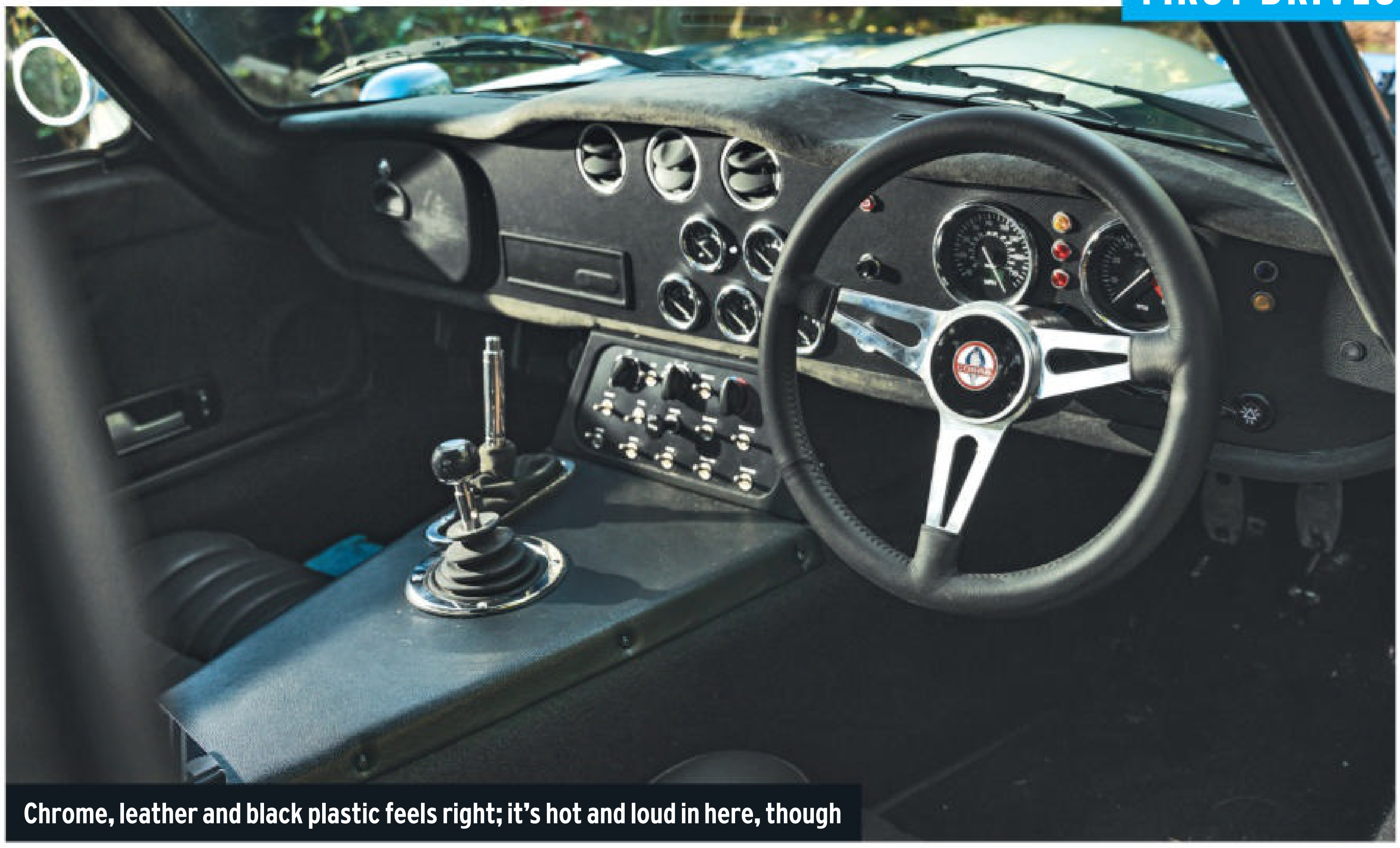
Corner carefully, because there are no electronics to save you

The example I drove had air-con, electric windows and a General Motors LS3 V8, when the originals all raced with Ford power. While this car can also be specified with Ford's Coyote 5.0-litre V8, LMC's Oliver Rowe explains that the LS3 is both capable of easily meeting IVA emissions standards and easily tunable. The recammed 6.2-litre unit here is making a potent 520bhp.

While 1960s racers were far closer to their road-going siblings than modern competition machinery, often driving to and from events under their own power, it's fair to say that the Daytona Cobra is always going to feel compromised in the real world.

Despite the Öhlins adjustable shocks being in their plushest spec, no part of the experience is soft or gentle. The ride is firm, especially at low speeds, with speed bumps needing to be tackled carefully.

> At 60mph on a B-road, it's already providing what feels like 100mph worth of excitement



Chrome, leather and black plastic feels right; it's hot and loud in here, though

Appearance isn't absolutely original, but you'd have to be an expert to notice

The cabin is loud enough under even gentle progress to justify LMC's decision to spare its demonstrator from the optional audio system – one that could never sound as good as the V8 does. It's hot, too: the air-con is struggling on the day I drive it, but even at full strength I suspect it would struggle with the thermal loads coming through the bulkhead from the big V8. And while the windows do open, they drop by only a few inches.

Electrohydraulic power steering helps reduce the effort required to turn the fat, leather-rimmed wheel at manoeuvring speeds, but the clutch pedal is stiff enough to be used on an exercise machine.

On the plus side, the engine has so much torque that it barely cares which gear it is in, pulling cleanly from idle speed upwards. Even so, driving the Daytona Cobra on busy roads and in urban areas isn't a joyful experience, however much it seems to be for onlookers.

Yet redemption comes with an empty road. West Sussex may lack any obvious analogues to the Mulsanne Straight, but a quiet stretch of the B2036 is enough to prove that not only is the Daytona Cobra enormously fast, even by 2022 standards, but also that it doesn't need to be taken anywhere near its limits to feel truly special.

Its responses are surgical, the engine note hardening and longitudinal g-forces building pretty much as quickly as the accelerator can get pushed.

It feels over-geared for the real world: running to the marked 6500rpm redline in second would take the car past 80mph. But well before that point it's delivering visceral thrills at a level modern performance cars filter out. At 60mph on a well-sighted B-road, it's already delivering what feels like at least 100mph worth of excitement.

The power steering feels like the dynamic weak link (as did the then engine-driven system when we drove a similar car in 2010), staying a little too light even as loadings rise.

Behind this, though, front-end responses are keen and accurate, and at the other end traction is reassuringly composed, given the lack of electronic management.

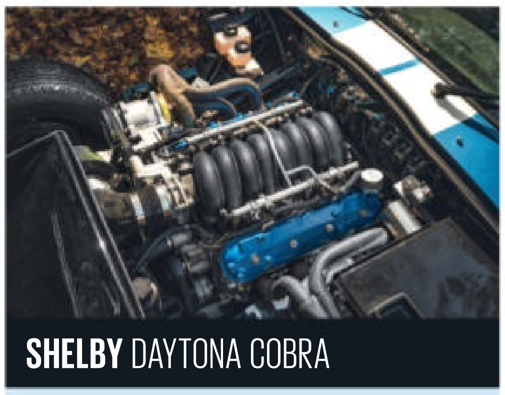
At low speeds, the Daytona Cobra can, unsurprisingly, be made to feel very rear-driven indeed. But carrying too much speed into a tight corner will also produce the sensation of the front tyres' slip angles building. So a subtle approach is required. However, as velocities rise, it hunkers down and feels impressively stable when asked to change direction at speed.

Even having got nowhere near the 204mph claimed top speed, I'm fully prepared to accept that it's possible.

Despite Shelby's seal of approval, some will doubtless look down on the Daytona Cobra as the equivalent of a tribute band, forever denied the original's spark of genius. But that would be far too sniffy a way to treat a car that's so much fun.

Sure, £180,000 is a serious ask for any car – but you could possess a garage of modern supercars and still not have anything that feels as exhilarating as this does.

**MIKE DUFF**



## **SHELBY** DAYTONA COBRA

More engaging and greater fun than any modern performance car could hope to be on British public roads

★★★★☆

| | |
|---|---|
| **Price** | £180,000 |
| **Engine** | V8, 6161cc, petrol |
| **Power** | 520bhp at 5600rpm |
| **Torque** | 455lb ft at 3000rpm |
| **Gearbox** | 6-spd manual, RWD |
| **Kerb weight** | 1400kg |
| **0-60mph** | 3.9sec |
| **Top speed** | 204mph |
| **Economy** | 27mpg (est) |
| **$CO_2$, tax band** | na |
| **RIVALS** | Bizzarrini 5300 GT Continuation, Ecurie Ecosse LM-C |

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**TESTER'S NOTE**
Our car's Ivory White merino leather feels great and looks lavish and sophisticated, but Alpina still finds a place for its signature blue and green stitching around the inner wheel rim. **MS**

**TESTED** 5.12.22, HERTFORDSHIRE **ON SALE** NOW

# BMW ALPINA D4 S GRAN COUPE

## Legendary BMW tuner turns its hand to the latest 4 Series, giving it a 350bhp diesel six

Germany's classic executive saloon car has hit something of a zenith with this extra-special version of the BMW 4 Series Gran Coupé. The Alpina D4 S Gran Coupé has a super-rare combination of static, dynamic, rational and subjective qualities the likes of which you find only in cars built for uncompromising speed, efficiency, luxury, desirability and driver appeal. It's the manifestation of so many things that the industry has worked tirelessly in pursuit of and made countless marginal gains on over the past half-century. It's fast and frugal; effortless, opulent, refined and exclusive; enticing to travel in and engaging to drive.

Above all else, it's a sensational long-distance car. And in the 2030s, when we are likely to default to trains when we have more than 100 miles to travel, will we appreciate what we've lost? Electric cars may be good at lots of things, but I doubt they will ever decimate distance with the supreme ease of the D4 S.

Alpina's past few years have been mostly about the 3 Series saloon and estate, but it announced its takes on the G26-generation 4 Series coupé last spring, and now both are here in the UK in right-hand-drive form.

The B4 uses the 3.0-litre turbo petrol straight six from the B3, while the D4 S adopts the 3.0-litre twin-turbo diesel from the D3 S. Thanks to Alpina's usual under-bonnet fettling and boosted cooling measures, it makes 350bhp (a 10% boost on what you get in an M440d, although that isn't available as a four-door) and 538lb ft of torque.

Fast diesels were big business for Alpina in Britain only a few years ago, and the Dieselgate fallout must have been a significant factor in its decision to sell up to BMW. Not knowing which engines to invest in must have been suffocating.

Well, it did all right to invest in this diesel six. Fashionable or not, it's commendably smooth and quiet, with a wonderful tidal surge of accessible torque under your toe.

It's also nice to listen to, it keeps revving beyond 4000rpm when you need it to and it makes for a near-two-tonne BMW with abundant real-world pace.

Yet the greatest recognition I can pay this monumental powertrain is to note that, at typical UK motorway speeds, it will get 53mpg – and cover 650 miles on its 59-litre tank. This in a 168mph car capable of 62mph from rest in under 5.0sec. At far higher German autobahn speeds, it's reasonable to imagine it would still get 35mpg and give you 400 miles between fills. An equivalent petrol car might get only 20mpg; an EV would be flat within 100 miles.

The D4 S's suspension and steering tuning make it ideally comfortable, secure and quiet-riding at a fast cruise, but also balanced and rewarding during more enthusiastic moments.

You get just a hint of the D4 S's weight and touring agenda on cross-country roads with bigger vertical inputs. But for steering feedback, turn-in incisiveness and outright handling balance, Alpina's choices on wheel geometry, anti-roll bar specification and fitted tyre come together beautifully. The D4 S provides enticing tactile feedback and tangible cornering poise that elevate it significantly beyond the reach of any M Sport BMW for driver appeal.

This car is a marvel, honestly, yet its timing is awful. If there's to be any justice about the way that electrification takes its axe to Europe's ICE luxury model ranks over the next few years, cars like this will be the last left standing. There won't be, of course, but the D4 S richly deserves to endure.

**MATT SAUNDERS**
@thedarkstormy1

### BMW ALPINA D4 S GRAN COUPE

Combines accessible pace, frugality, range and driver appeal in a way that makes it a monument to the ICE

★★★★★

| | |
|---|---|
| **Price** | £65,700 |
| **Engine** | 6 cyls in line, 2993c, twin-turbo, diesel, plus 48V ISG |
| **Power** | 350bhp at 4000-4200rpm |
| **Torque** | 538lb ft at 1750-2750rpm |
| **Gearbox** | 8-spd automatic, 4WD |
| **Kerb weight** | 1945kg |
| **0-62mph** | 4.8sec |
| **Top speed** | 168mph |
| **Economy** | 40.9mpg |
| **CO$_2$, tax band** | 182g/km, 37% |
| **RIVALS** | Audi S5 Sportback, Mercedes-Benz CLS |

This is a car that won't take no for an answer; interior is subtly and tastefully upgraded

**TESTED** 29.11.22, MODENA, ITALY **ON SALE** OCTOBER

# MASERATI GRANTURISMO

## Familiar design cloaks new platform, interior and powertrains, including this EV one

"Typically, a Maserati comeback would start with a fabulous-looking, desirable and enchanting coupé and finish with disappointing dynamics, questionable durability or a combination of the two." Not my words Carol, the words of Autocar magazine more than a decade ago. But given the recent arrival of the fabulous MC20 supercar, perhaps this time the comeback really is on.

The sleek coupé you see here, the new Granturismo, is what's next. It may look like the old Granturismo, but the mechanical side has moved a long way from that 2007-2019 car.

There will be three flavours, two with the V6 engine from the MC20 (£130k and £150k) and the £190k Folgore with battery-electric power.

This five-metre-long, two-metre-wide coupé seats four with a boot behind. It's a 65% aluminium body, the rest steel and magnesium, with double wishbones at the front, five-link suspension at the rear and air springs all round. It weighs 2260kg, a full 450kg more than its V6 sibling.

In the V6, the engine is up front, powering the rear wheels. In the EV, there's one motor at the front with a differential and two at the rear, one for each wheel. Then there's an 83kWh battery in the transmission tunnel and under the rear seats in a T-shape, an 800V system that can be charged at rates of up to 270kW.

Each motor makes up to 402bhp, giving a theoretical maximum of over 1200bhp. But the battery isn't up to that kind of power flow yet, so it's limited (limited!) to 751bhp, up to 100% of that going to the rear and no more than 50% to the front.

Track kerbs didn't upset the ride; cornering is excellent despite the added weight

Our EV is a prototype, so we can't show you the interior yet. Take my word for it that there's soft leather that looks well stitched together, the driving position is sound and too much is put onto two touchscreens, pleasant graphics though they have. It feels very luxurious, anyway.

One of the steering wheel knobs is the most interesting control, as it changes the driving mode. There's Max Range (they reckon 280 miles), GT, Sport and Corsa. Moving on up adds focus to the suspension, increased steering weight, more relaxed stability control and more whooshy noises. There's a Drift mode too, but on this prototype you need a laptop to engage it.

Maserati says this is the lowest EV around, as you sit beside rather than above the battery, and that it being centred on the transmission tunnel results in low moments of inertia.

I suspect there's also some torque vectoring at work, underspeeding an inside rear and overspeeding an outside rear wheel to help the car turn, because it does so rapidly.

Indeed, it does most things rapidly. Sprinting from 0-62mph takes 2.7sec, its top speed is 199mph and it will rapidly flatten the battery if you do too much of either.

The one thing it does benignly is enter an easy, controllable slide. It steers incredibly smoothly, too.

It's hard to know what the ride quality is like, because our drive was on a race track. Over kerbs it felt plush, and a heavy body can help secondary ride quality.

Relax into the drive and the noise volume reduces too, at which point this is a very relaxed, refined car that can do amazing things – except make the noises we've come to love.

That may be a sticking point. We will find out when we try it finished.

**MATT PRIOR**
@matty_prior

### MASERATI GRANTURISMO FOLGORE

Shows great promise for adjustable handling and hints at fine comfort, but will we miss the ICE noise?

| | |
|---|---|
| **Price** | £190,000 (est) |
| **Engine** | Three permanent magnet synchronous motors |
| **Power** | 751bhp |
| **Torque** | 996lb ft |
| **Gearbox** | 1-spd reduction gear, 4WD |
| **Kerb weight** | 2260kg |
| **0-62mph** | 2.7sec |
| **Top speed** | 199mph |
| **Battery** | 92.5/83kWh (total/usable) |
| **Range, economy** | 280 miles, 3.4mpkWh (est) |
| **$CO_2$, tax band** | 0g/km, 2% |
| **RIVALS** | Aston Martin Vantage, Porsche Taycan |

**TESTER'S NOTE**
The lower of the two touchscreens handles climate control, the top one everything else. There isn't a rotary controller. **MP**

**TESTED** 10.11.22, WARWICKSHIRE **ON SALE** NOW

# BMW 220D COUPE

## The only thing rarer than a small coupé now is a diesel one. We encounter a unicorn

While everyone is hot with BMW M2 fever, we've had a go in the least assuming model in the 2 Series Coupé range, which is the 220d M Sport.

This is the only diesel two-door 2 Series you can buy, and it comes fitted with BMW's new 2.0-litre four-cylinder mild-hybrid oil-burner – good for 187bhp and, more usefully, 295lb ft at a scant 1750rpm.

So much torque makes the 220d more accelerative than the 220i petrol (not to mention the larger 420d diesel), and the 6.9sec taken to reach 0-62mph is only a second behind the 230i.

However, its secret weapon is fuel economy, which is officially rated at 58.9mpg. By far the highest in the line-up, it gives a theoretical range of close to 700 miles.

That's the premise, and the reality doesn't deviate much from it. The 220d is essentially a steady-going, grand tourer-esque soul trapped in the body of a junior performance coupé.

Cabin quality and rolling refinement are its strong suits (the M Sport suspension strikes a good balance of compliance and control), rather than agility and speed.

For the money asked, the 220d feels grown-up and satisfyingly plush, to the extent that you might wonder why anyone would instead go for the marginally slower, more expensive and, to these eyes, less attractive 420d. Overall, it's an appealing daily companion.

As for the B-road experience, the 220d fails to excite not because of its fine rear-drive chassis (which is borrowed from the 3 Series and is inherently well balanced) but because the powertrain simply doesn't have the oomph to get on top of the car's near-1700kg mass.

The mild hybridisation gives surprisingly good throttle response and overtaking is rarely any trouble, but those who want to really indulge in the drive will find this engine too meek and woolly for anything other than maintaining a fast-ish flow.

Soft brakes and aloof steering complete the picture of something that's happier on a motorway than a country road.

Even so, there's more to enjoy here than there is from anything by Audi or Mercedes-Benz, although Jaguar's keenly priced XE saloon offers a bit more bite.

**RICHARD LANE**

### BMW 220D COUPE M SPORT

Far from exciting but refined and has its place in the line-up, especially for long-distance drivers

★★★⯪☆

| | |
|---|---|
| **Price** | £38,725 |
| **Engine** | 4 cyls in line, 1995cc, turbo, diesel, plus 48V ISG |
| **Power** | 187bhp at 4000rpm |
| **Torque** | 295lb ft at 1750-2500rpm |
| **Gearbox** | 8-spd automatic, RWD |
| **Dry weight** | 1655kg |
| **0-62mph** | 6.9sec |
| **Top speed** | 147mph |
| **Economy** | 58.9-60.1mpg |
| **$CO_2$, tax band** | 122-127g/km, 29-30% |
| **RIVALS** | Audi TT, Jaguar XE, Mercedes-Benz CLA |

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**TESTED** 6.12.22, OXFORDSHIRE **ON SALE** NOW

# BENTLEY BENTAYGA EWB

## There's a whole lot more to Crewe's new flagship than simply extra rear leg room

When investigating the plush, highly specialised nature of the new stretched Bentley Bentayga, it's hard to know whether to start at the front or rear.

In the front, you have access to higher standards of ride and road ability brought by the combination of a 180mm-longer wheelbase and a new four-wheel steering system.

In the rear, after you've stepped through a longer and power-assisted door with a larger aperture, you get access to the most spacious super-luxury accommodation going, even against the Range Rover LWB and Rolls-Royce Cullinan.

There's a choice of three seating set-ups: three-seat bench; two big seats and a minimal central perch; or two multi-adjustable, throne-like rear buckets, called Airline seating.

Overlaying the lot is a new concentration on reducing noise, vibration and harshness – not that the Bentayga was in any way lacking in that department. But the EWB is very much the Bentley flagship and the correct choice for those who prefer to be chauffeur-driven.

The engine is familiar: a 542bhp 4.0-litre twin-turbocharged petrol V8 that drives all four wheels for a 0-60mph time of 4.5sec and a top speed of 180mph. A plug-in hybrid powertrain similar to that in other Bentleys is likely to follow soon.

The EWB feels fundamentally similar to its shorter sibling, but there's a definite advantage to ride quality. The active anti-roll system still works extremely efficiently.

The most striking feature, though, is the four-wheel steering system that not only tightens the turning circle to an extraordinary 11.8 metres at parking speeds but also turns the rear wheels minutely in the same direction as the fronts during high-speed manoeuvres to increase high-speed stability.

The resulting 'king of the road' feeling needs to be experienced to be believed. Only the Bentayga's considerable width now curbs its ability in really tight going, such as inner-London streets.

So capable is the EWB that, circa-£16,000 premium apart, it becomes hard to make a case for the shorter model. This one improves the rear space, stability, manoeuvrability and even the balance of the styling to such an extent that it replaces the original as the Bentayga of choice.

**STEVE CROPLEY**

### BENTLEY BENTAYGA EWB V8

Longer wheelbase and new all-wheel steering make for both a new Bentley flagship and the Bentayga of choice

★★★★⯪

| | |
|---|---|
| **Price** | £211,300 |
| **Engine** | V8, 3996cc, twin-turbocharged, petrol |
| **Power** | 542bhp at 6000rpm |
| **Torque** | 568lb ft at 2000-4000rpm |
| **Gearbox** | 8-spd automatic, 4WD |
| **Kerb weight** | 2514kg |
| **0-60mph** | 4.5sec |
| **Top speed** | 180mph |
| **Economy** | 21.7mpg |
| **$CO_2$, tax band** | 294g/km, 37% |
| **RIVALS** | Range Rover LWB, Rolls-Royce Cullinan |

**AUTOCAR**
**ROAD TEST**
No 5605

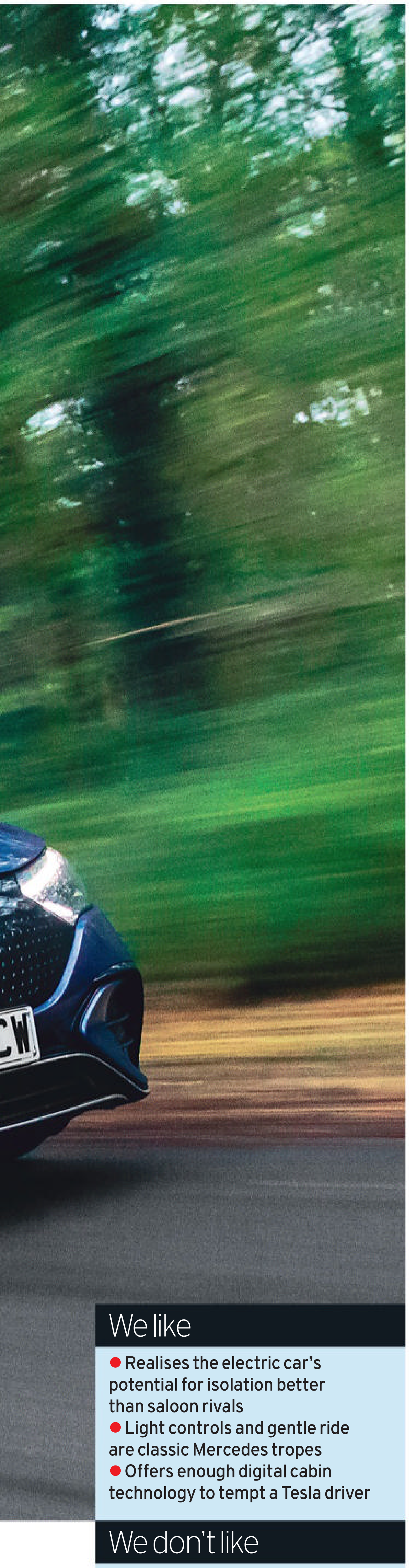
PHOTOGRAPHY MAX EDLESTON

# Mercedes-Benz EQE

## Mercedes' mini-me EQS makes sci-fi electric luxury that bit more accessible

**MODEL TESTED** **350+ AMG LINE PREMIUM PLUS**

**Price** £88,450 ● **Power** 288bhp ● **Torque** 417lb ft ● **0-60mph** 6.0sec ● **30-70mph** 5.5sec ● **Economy** 2.9mpkWh ● $CO_2$ **emissions** 0g/km ● **70-0mph** 58.3m



## We like

- Realises the electric car's potential for isolation better than saloon rivals
- Light controls and gentle ride are classic Mercedes tropes
- Offers enough digital cabin technology to tempt a Tesla driver

## We don't like

- Advertised range of more than 350 miles would be tricky to reproduce in the real world
- Cabin packaging is disappointing, as is some of the tactile quality
- Doesn't have the solidity or substance, in design or feel, that you expect from a Merc

It may be renowned as the world's original car maker, but Mercedes-Benz has always sought to innovate, and in a way in which other celebrated old car makers might be wary of. Its latest mission is the reinvention of the business saloon for the electric age – and its instrument is the focus of this week's road test: the EQE.

This mid-sized electric luxury saloon comes on the coat-tails of the related EQS (road test number 5577), uses the same model platform, deploys the same super-sleek design language and goes by the same EQ sub-brand that the firm launched in 2016 for all of its zero-emission cars.

While other car companies prefer to integrate their new EVs under the same banner as their combustion-engined offerings, Mercedes has instead created a parallel marque for electric cars about which its designers, engineers and product planners can think with greater freedom. We've watched as these EQ-branded cars have emerged over the past five years, some with a fairly close resemblance to their combustion-engined siblings.

But, for better or worse, you couldn't level that barb against the boldly futuristic EQS limousine – and you can't against the EQE. We are now seeing exactly what the Mercedes EQ vision is all about: and this week, the Autocar road test takes another considered view.

## DESIGN AND ENGINEERING

★★★⯪☆

Reactions tend to be mixed to the design of this science-fiction-themed, aesthetically progressive Mercedes four-door. Some seem drawn to the EQE because it's bold and different-looking. But a slightly greater proportion of voices wonder what is so wrong with the design identity that the firm has spent so long refining that it needed such stark redefinition.

Mercedes calls the EQE's look a "purpose design". That's because the car's arcing "one bow" profile, cabin-forward body proportions, and sleek surfaces all feed into a unified mission: to improve the car's aerodynamic efficiency and its aero-acoustic refinement.

Has form been allowed to follow function too slavishly here? You can make up your own mind, but most of Autocar's test jury thought so. The EQE plainly looks like it was designed in a wind tunnel, and not by accident: Mercedes has been using its own aero-acoustic wind tunnel for design development since 2013. The 0.22 drag coefficient is close to the one announced for the EQS (Cd 0.20), if a little poorer on account of the EQE's 90mm-shorter wheelbase, shorter overhangs and lack of height-adjustable air suspension as standard.

Mercedes' EVA2 platform confers an aluminium-intensive chassis on the EQE, around which is attached a recycled steel body. Like the bigger EQS, the car has a single, rear-mounted permanent magnet synchronous drive motor as a regular series model (which develops 241bhp in the entry-level EQE 300 and 288bhp in the EQE 350), while the top-of-the-line AMG derivative (the EQE 53) adds a second, front-mounted drive motor.

The lithium ion drive battery is carried under the cabin floor and has 89kWh of usable capacity – enough, currently, to shade what you can get in any Porsche Taycan or BMW i4, as well as the Genesis Electrified G80, although not to beat the revised Tesla Model S (95kWh usable), whose arrival on UK roads remains to be confirmed. The EQE 53, however, gets a marginally larger drive battery (90.6kWh of usable capacity).

That, at least, describes the EQE derivative range as it currently stands. However, our test car was one of Mercedes' EQE 350+ models: a short-lived derivative, available at the start of the model's production run, in which the larger drive battery now unique to the AMG 53 was fitted in the regular single-motor model. Mercedes suggests this '+' version is likely to return to the showroom range later in 2023.

The EQE gets multi-link axles and steel coil suspension front and rear as standard. Adaptively damped, variable-ride-height air ➔

## Range at a glance

| ENGINES | POWER | FROM |
|---|---|---|
| 300 AMG Line | 241bhp | £74,345 |
| 350 AMG Line | 288bhp | £77,345 |
| AMG 53 4Matic+ Night Edition/ Touring | 617bhp | £114,750 |

**TRANSMISSIONS**

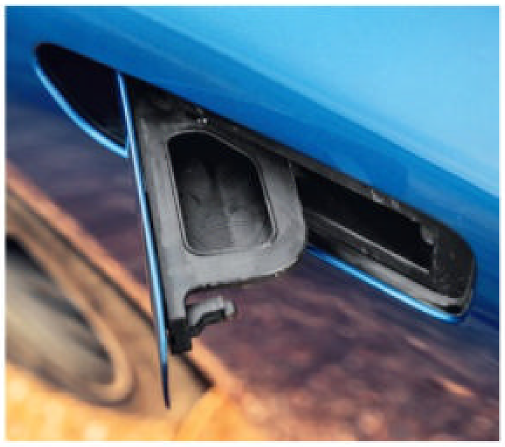
1-spd reduction gear ■

The regular EQE comes in four trim levels and the range-topping EQE 53 has a further two equipment lines. Equipment is almost entirely defined by those trim levels, except that the Hyperscreen infotainment system can only be had as a £6995 option on the already-six-figure AMG 53.

Drive battery and on-board charger spec are the same on all non-AMG versions, but only by stepping up to AMG Line Premium Plus or Exclusive Luxury do you get four-wheel steering, air suspension, Digital Light projector headlights or 360deg parking cameras.

EQS shares platform and has similar looks

- Mercedes is after a sense of seamless purity with the car's design and the front end has as few grilles and panel gaps as possible to reduce drag and boost refinement. But without that badge, would you still know who had made it?



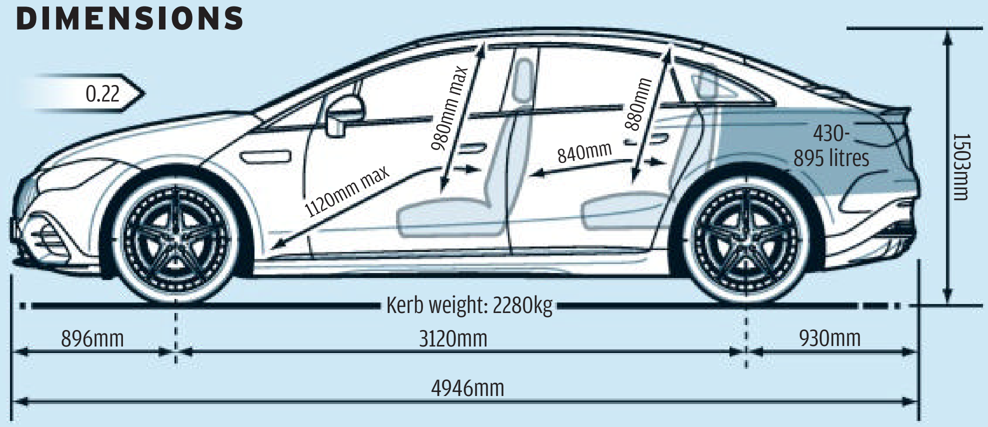
- Fully sealed bonnet is openable only by workshop technicians, so filling up the washer fluid bottle is done via this pop-out filler in the front wing. Ingenious. And might we suggest wearing your redundant tundish as a hat?

- EQE has a fulsome array of active safety systems but you need an upper-medium trim – at £12k more than an entry-level model – to benefit from most of them. On something so futuristic-looking, you might expect better.

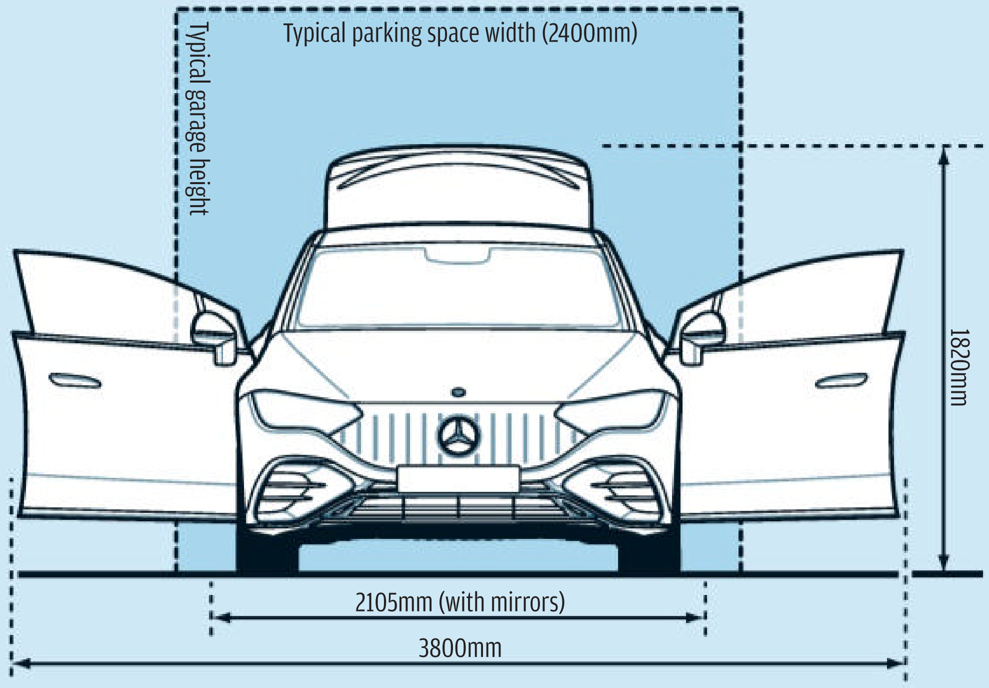
- Charging port is on the offside rear wing and the peak rapid charging potential is 170kW. However, during our new charging performance test, the car averaged 124kW (see 'Data log', p36).

## Weights and measures

### DIMENSIONS

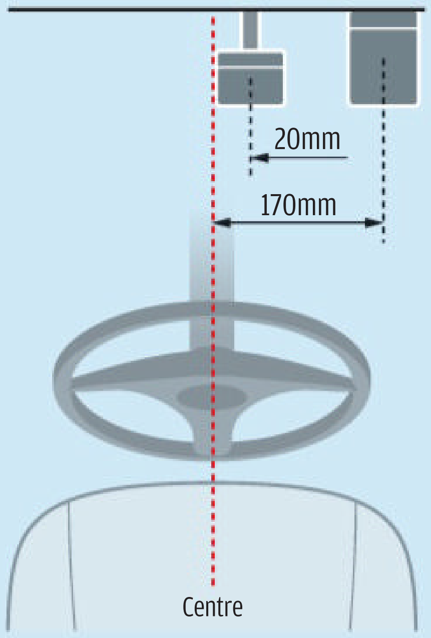


### PARKING



### WHEEL AND PEDAL ALIGNMENT

Pedal offset is just right-biased enough to be ideally comfortable but not so much as to trouble even shorter-legged drivers. Wider driving position is very adjustable.



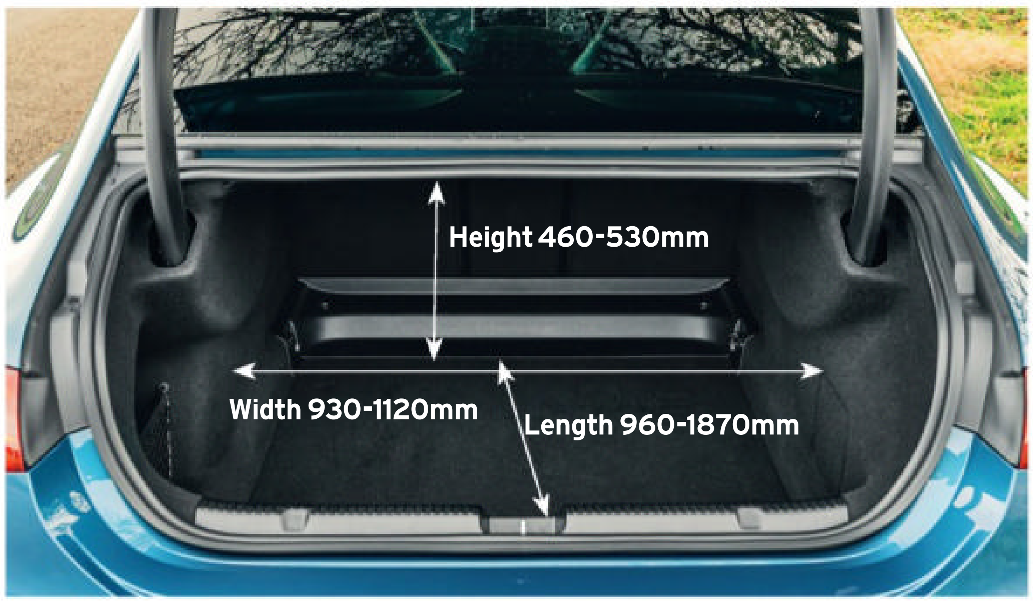
### HEADLIGHTS

Digital Light projector headlights blank parts of the main beam to avoid dazzling. They attract few flashes of complaint. Power and dip-beam spread are excellent.

● EQE has quite a high driving position and it offers good forwards visibility but is slightly poorer to the rear. Cabin is big on ambient lighting decoration.

Typical leg room
840mm

● Rear quarters have broadly class-typical leg room but head room is compromised by the curving roofline. Maybe family buyers will be directed to the related EQE SUV.



● Saloon body design allows a rear bulkhead, to the benefit of cabin refinement, but boot access isn't as great as it might be and available loading space is a bit shallow.

← suspension and four-wheel steering are fitted on upper-mid-trim AMG Line Premium Plus models and above – and our test car had both.

## INTERIOR

★★★☆☆

The EQE's hidden, motorised door handles usually present themselves automatically as you approach – usually, but not quite always. When they don't, the necessary fiddling around with the handle's keyless unlocking sensor, or with the key in the bottom of your pocket, can be a frustration. The action of the release mechanism can be likewise. It typically releases the door via a touch-sensitive microswitch but doesn't always seem to anticipate when it will be needed, and needs a stubborn yank when it hasn't.

Thus the tone is set for an interior packed so fulsomely – gratuitously, even – with digital technology as to show the world that Mercedes isn't content in any way to play second fiddle to the new car-making powers of Silicon Valley, California, whether that technology is adding value or just there for its own sake.

The EQE gets the same 12.8in portrait-oriented MBUX touchscreen infotainment system as the current S-Class and EQS, as well as a 12.3in digital instrument screen and, in our test car's case, a large head-up display. Range-topping EQE 53s can also be equipped with the firm's full-width Hyperscreen touchscreen console.

Around and about all this are multi-coloured ambient lighting strips, which can pulse like the warp nacelles of the Starship Enterprise as you accelerate and brake – assuming you configure them just so. If your idea of avant-garde motoring is bathing in the neon glow of about as much digital tech as a driver could physically be surrounded with, you may love how indulgent and naive it all is.

Or perhaps you might not. All this tech certainly seems to have come at the expense of at least some of the material quality that Mercedes has used to traditionally distinguish its cars. The EQE's fixtures and fittings feel a little plasticky and cheap in places, even if in others its standard on material fit and finish is higher. The car's many digital consoles and ambient lighting features do lend a bright sheen of sophistication, but compared with the deep-lying material quality of big Benzes of old, it's a notably superficial effect.

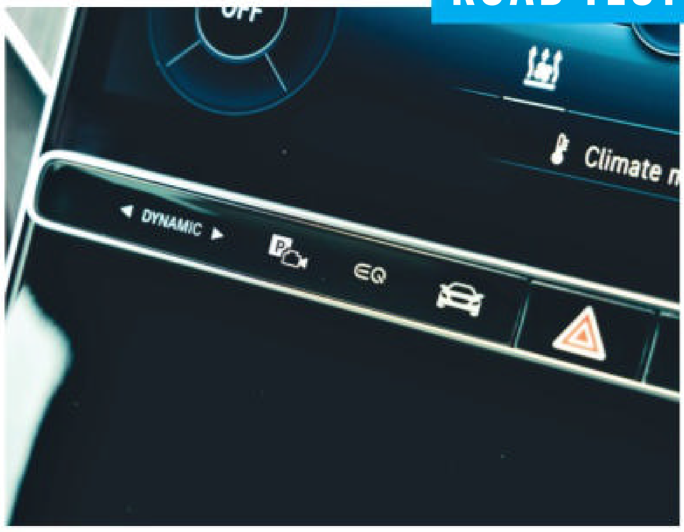
Mercedes claims that the EQE is more spacious than an E-Class for overall shoulder room and for cabin length. It certainly isn't for second-row head room, our tape measure showing just 880mm compared with 900mm for the current E-Class.

So this car isn't ideal for transporting taller adult passengers and, although leg room in both rows is generous enough, nor does it feel quite like the oasis of comfort you may hope for. Mercedes has opted for a high centre console, and quite a large-volume dashboard that seems to eat into front-row space.

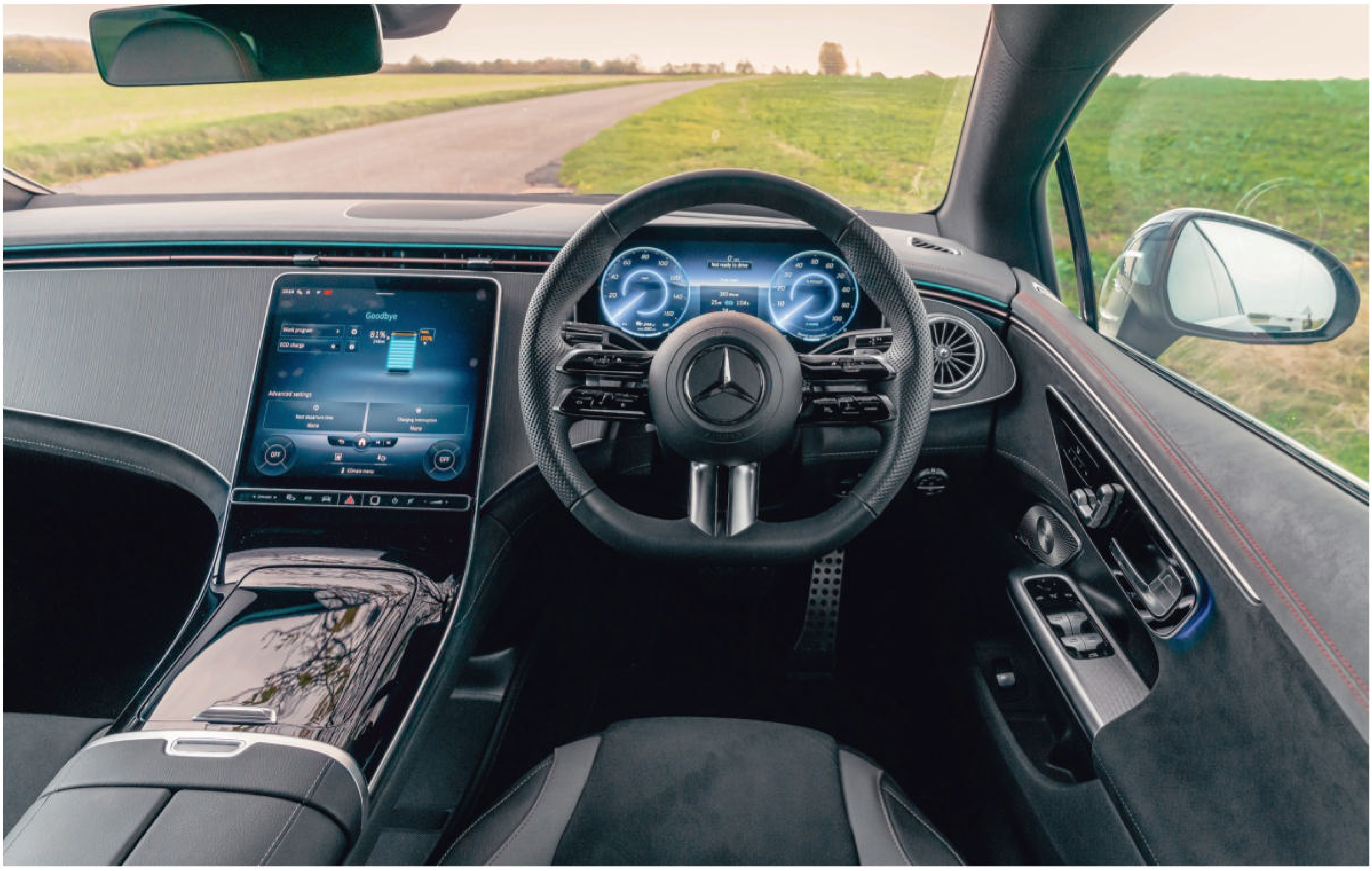
Cabin storage space is available widely: in good-sized door cubbies, within that high-rise transmission tunnel, and underneath it. But the open and accessible feel of the interiors of some purpose-built EVs is notable by its absence. →

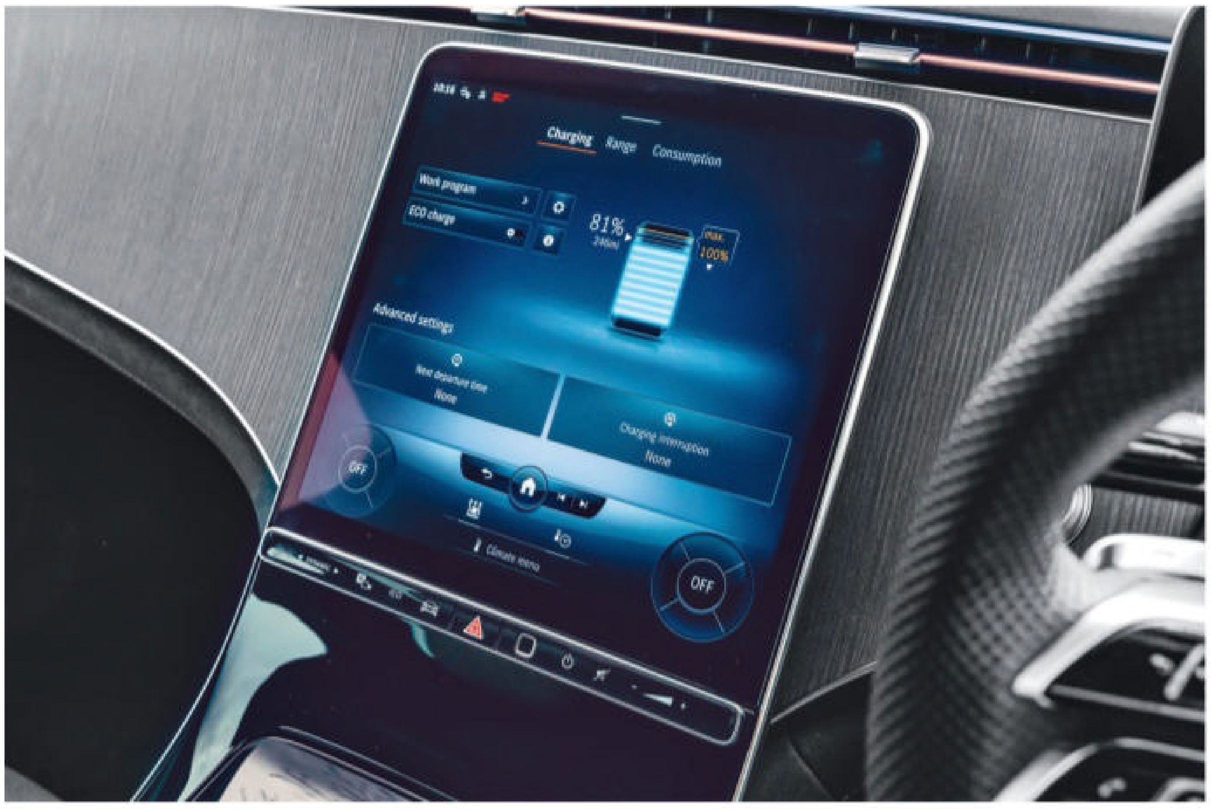
Dashboard has a 3D look, with ambient lighting used to create a floating effect between the layers. It's pretty, but not very space efficient.

AMG Line sports seats look like they have integrated headrests, but they do adjust vertically for taller and shorter drivers. Wider seat design is very comfortable.



Fixed switchgear outside of the central touchscreen is limited but useful. For example, the car graphic is a shortcut to the menu to deactivate lane keeping.





## Multimedia system ★★★★☆

Mercedes' top-level Hyperscreen is a £6995 option on range-topping versions of the EQE but wasn't on our test car. A 12.8in infotainment screen is standard, as well as digital instruments, with a head-up display coming on Premium Plus cars.

The system responds well to most voice commands. That it's also navigable via the touch-sensitive pads of the left-hand steering wheel spoke helps to keep your eyes on the road.

Some of the display's real estate is given over permanently to ventilation controls that might as well be physical, which seems odd. Integrated at quite a steeply raked angle, the screen is also given to reflecting low-level sunlight more than it should and it shows grubby marks easily. Overall, though, touchscreen usability is good.

The navigation system offers augmented reality guidance but, being displayed so low on the fascia, it's more of a distraction than a help. VW's head-up display alternative works better, for instance. When plotting longer routes, the navigation system gives preference to charging stations you've added to the database yourself, which is smart.

> The EQE has all the speed, response and drivability it needs and it is particularly refined

## PERFORMANCE

★★★⯪☆

Except perhaps in AMG 53 form, the EQE is unlikely to be sought by thrill seekers. Our road test top five (p37) shows how many of its rivals offer more power and speed for less outlay – and it's almost all of them.

But it should seem fine, to more mature buyers at least, for Mercedes to define this car's motive appeal in other ways that lie nearer the heart of the traditional luxury saloon's dynamic mission. The EQE isn't fast in outright terms, but it has all the speed, response and drivability it needs and it is particularly refined.

In damp conditions, it breezed to 60mph from rest in 6.0sec – marginally quicker than Mercedes' 6.4sec-to-62mph claim led us to believe it might – and covered a standing quarter mile in 14.7sec. The car's permanent magnet drive motor clearly isn't given to producing high-rpm power as freely as low-end torque, so while a single-motor Porsche Taycan Performance Plus needs only 3.0sec to get from 70-90mph, the EQE 350+ takes fully 5.0sec (Mercedes E220d, 6.5sec). It stops short of the commanding outside-lane-of-the-motorway potency of some luxury EVs, then.

But in terms of drivability, and controllability of regenerative braking, it gives its driver plenty of options. Wheel-mounted paddles allow you full manual control of the EQE's tendency either to coast on a trailing throttle or to harvest kinetic energy – and that engages you in the act of managing the car's momentum on the road, which in turn gives you less need of the typically soft and ill-defined-feeling brake pedal.

On a slightly damp test day, the EQE's near 2.4-tonne kerb weight was evidenced in the stopping distances, which were poor enough also to suggest that the car's Pirelli P Zero tyres must have been developed with low rolling resistance (and concurrently low longitudinal grip) in mind. In colder, wetter conditions, the aforementioned (and lighter) Porsche managed to haul up from 70mph four metres sooner.

## HANDLING AND STABILITY

★★★⯪☆

On air suspension, the EQE is a soft-riding, light-touch, comfort-first sort of operator – and you couldn't really mistake it for anything else.

Even on 21in wheels, it feels quiet, filtered and absorbent at town speeds, only very occasionally tripping up in its secondary ride over raised ironwork. It demands little by way of physical input, having light steering, at least until you select the sportiest drive modes, when it weights up only very slightly.

But this is not a wallowy or untidy-handling car at speed. It retains decent lateral body control on account of its low body profile and low centre of gravity, and it allows its mass to show itself much more in its gentle and permissive vertical body control on country roads than in body roll.

Its motorway stability is generally good, although here, just as on country roads, the ride can turn a little restless if disturbed. In essence, if the EQE has a dynamic problem, it is a particularly relaxed attitude towards rebound damping – and 'float' is something that has characterised luxury saloons for almost as long as they have existed.

Drive the car to extremes, as EQE drivers are probably unlikely to do, and you'll find it resists roll well right up to the limit of grip, rather than in any way falling over itself or suddenly running out of balance.

Its traction and stability controls work well. They can be partly

● EQE's dynamic make-up prioritises comfort and ease of driving but those minded to push hard in corners will appreciate its decent lateral body control and good stability.

## Assisted driving notes ★★★★☆

There are three de facto specifications for assisted driving tech on the EQE. The entry-level AMG Line car gets basic autonomous emergency braking, lane departure warning, manual cruise control and speed limit recognition systems. AMG Line Premium adds Distronic adaptive cruise control, active lane keeping and blindspot monitoring. And with Premium Plus trim comes active brake assist with junction monitoring, evasive steering assist, semi-autonomous traffic jam assist cruise control and Merc's top-level Pre-Safe Plus AEB system with front- and rear-end collision monitoring. So if you want the full smorgasbord, you're expected to pay plenty.

The AEB system isn't easily spooked to go off unnecessarily, and its junction monitoring system doesn't intrude at roundabouts. The lane keeping assist system is best activated on motorways only, even though its sensitivity is adjustable.

### AUTONOMOUS EMERGENCY BRAKING

- ● Does the system avoid false activation well? ✓
- ● Can it be deactivated? ✓
- ● Does it have pedestrian/cyclist detection? ✓

### LANE KEEPING ASSISTANCE

- ● Is the system tuned to keep the driver engaged at all times? ✗
- ● Is it adjustable for sensitivity? ✓
- ● Does it allow you to drive around a pothole/obstacle within your lane easily and without deactivation? ✓

### INTELLIGENT CRUISE CONTROL

- ● Can the system consistently recognise and automatically adopt motorway gantry-signed variable speed limits? ✓
- ● Does it prevent undertaking? ✗
- ● Does it have effective audible or visual alerts, or steering intervention, to prevent changing lanes into the path of an overtaking car? ✓

OK
SET +
SET –
RES/
CANCEL
LIM

deactivated, at which point the car will roll into at least the beginnings of trailing-throttle oversteer if you drive it just so but is much more likely to spin away torque via a lightly loaded inside wheel than be engaged in power oversteer. In both cases, however, the car's on-limit handling balance is surprisingly good, and it is stable and secure as the dynamic default.

### COMFORT AND ISOLATION

★★★★★

Mercedes' wind-tunnel work on the EQE wasn't just about efficiency, remember, but also boosting this car's running refinement. And the lengths it went to in minimising and sealing panel gaps at the front of the car, filling cavities with deadening foam and wrapping the drive motor and power inverter with sandwich foam have paid off.

Our test car produced just 60dBA of cabin noise at a 50mph cruise on a slightly blustery day at the test track. BMW's all-electric SUV, the iX, was a couple of decibels quieter still (and you'd expect it to be) but an i4 M50 is another 2dBA noisier than the EQE, and a single-motor Taycan 3dBA noisier. Mercedes' own S580e plug-in hybrid, running in electric mode, is itself only 1dBA quieter.

This is a remarkably quiet-running car. Despite having frameless doors, it keeps wind and road noise under tight control; admits no powertrain noise at all, unless you choose the digitally synthesised sort; and, assuming a well-planned route with dependable charging access, would be a genuinely relaxing way to travel longer distances.

Mercedes' sports seats, which come on AMG Line trim cars, do have integrated-style headrests, but they offer vertical headrest adjustment, and wider front seat comfort is excellent.

### BUYING AND OWNING

★★★½☆

The EQE is one of the first Autocar road test subjects to undergo a new rapid-charging performance test, devised to give us independent verification of true DC charging potential in new EVs – something we expect will distinguish those with better electronic battery management software quite clearly.

While we lack data for any meaningful comparison at this stage, it negotiated it well. Connected to a 350kW charger, it hit a peak 165kW charging rate very close to its 170kW stated maximum as the battery indicated a 10% state of charge, and only dipped below 150kW just before passing 50% (see 'Data log', overleaf).

That the car lacks the really outstanding real-world electric range claimed for it is disappointing, though. A test average, across a variety of roads and including performance benchmarking, of 2.9mpkWh is a little way short of the efficiency we've seen from some similar EVs and affected its real-world range a little. So while we might have expected better than 300 miles of accessible autonomy, we actually saw closer to 250.

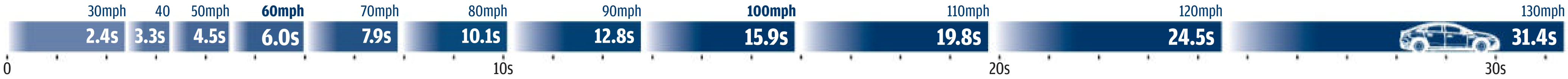
Mercedes offers a 10-year, 155,000-mile battery warranty, which is a longer term of coverage than most of its rivals. It also offers a year's complimentary access to Ionity's public charging network with the purchase of the car.

Clearly, the company is putting plenty behind the EV's value proposition – but this isn't cheap. EQE prices start at just under £75,000, which is roughly where Porsche Taycan prices kick off. A Genesis Electrified G80 can be had for £5k less, and a BMW i4 for under £60k – both with better power and performance. ➔

### ACCELERATION

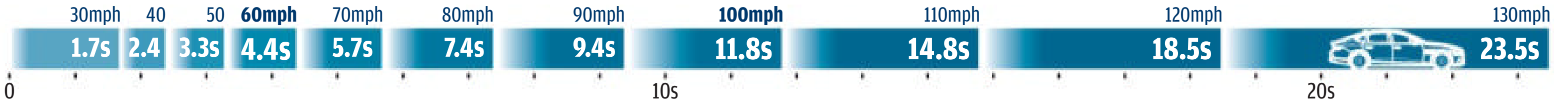
**Mercedes-Benz EQE 350+ AMG Line Premium Plus (13deg C, damp patches)**

Standing quarter mile 14.7sec at 96.3mph, standing km 26.7sec at 123.7mph, 30-70mph 5.5sec, 30-70mph in fourth na



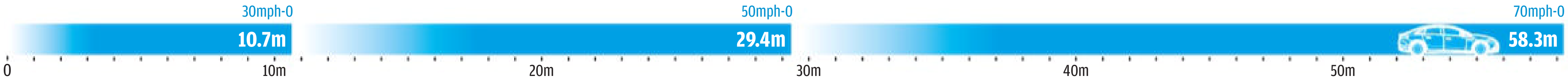
**Genesis Electrified G80 (17deg C, dry)**

Standing quarter mile 13.1sec at 104.8mph, standing km 24.3sec at 131.4mph, 30-70mph 4.0sec, 30-70mph in fourth na

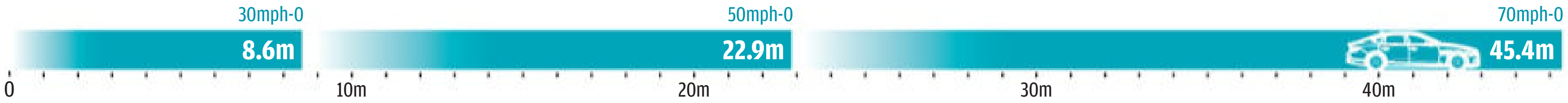


### BRAKING 60-0mph: 3.38sec

**Mercedes-Benz EQE 350+ AMG Line Premium Plus (13deg C, damp patches)**



**Genesis Electrified G80 (17deg C, dry)**



# Data log

## MERCEDES-BENZ EQE 350+ AMG LINE PREMIUM PLUS

| | |
|---|---|
| **On-the-road price** | £88,450 |
| **Price as tested** | £89,345 |
| **Value after 3yrs/36k miles** | £44,600 |
| **Contract hire pcm** | na |
| **Cost per** | na |
| **Insurance** | 50/£1195 |

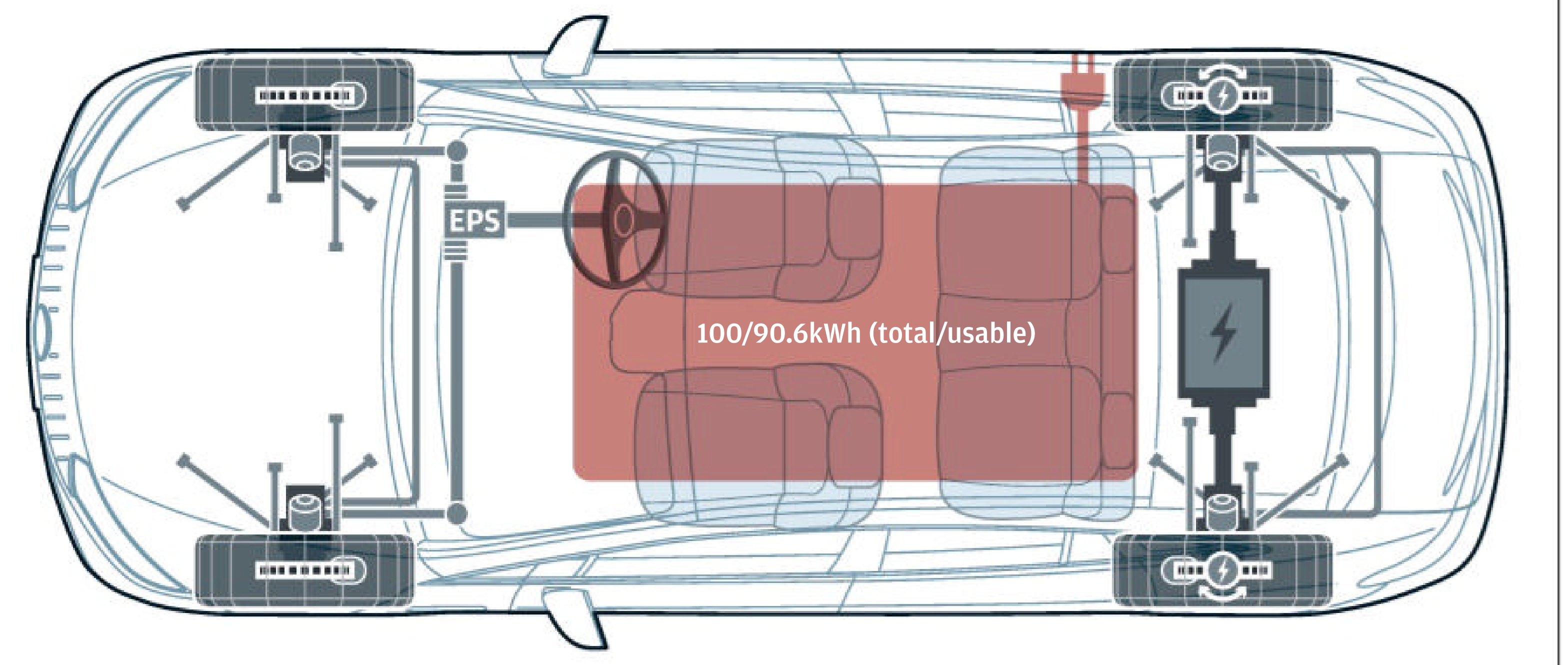
## TYPICAL PCP QUOTE

**3 years/30,000 miles, 25% deposit** £1260
Mercedes' Agility PCP finance scheme is offering deals on some EQ models right now, but not the EQE – and even on those with incentives, you're still being asked for 9.9% APR. Monthly figure can be brought down a little over a longer term.

## EQUIPMENT CHECKLIST

| | |
|---|---|
| Airmatic air suspension with adaptive damping and self-levelling | ■ |
| Four-wheel steering | ■ |
| Mode 3 seven-pin charging cable, 5m | ■ |
| Public charging subscription: Ionity (1yr), Mercedes Me Charge (3yrs) | ■ |
| Noise-attenuating side-window glazing | ■ |
| Digital Light projection headlights | ■ |
| Panoramic sliding sunroof | ■ |
| 21in alloy wheels | ■ |
| 64-colour ambient cabin lighting | ■ |
| Four-zone climate control with cabin air filtration | ■ |
| Artico synthetic leather/microfibre upholstery | ■ |
| Driving Assistance Package Plus (including blindspot assist, active cruise control, evasive steering assist) | ■ |
| 12.8in MBUX infotainment system, 12.3in digital instruments, augmented reality navigation, head-up display | ■ |
| **Metallic paint, Spectral Blue** | **£895** |

Options in **bold** fitted to test car
■ = Standard  na = not available



## TECHNICAL LAYOUT

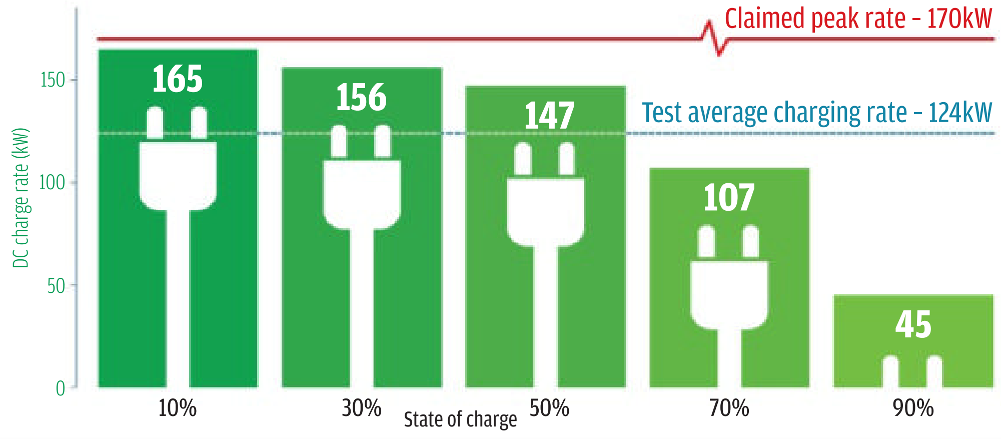
Mercedes' EVA2, shared with the EQS and EQE SUV, is an EV-only platform that uses a mixed-metal construction. Most models have one drive motor at the rear (the Mercedes-AMG 53 model gets an extra one up front), with multi-link suspension all round – and air springs and four-wheel steering fitted to higher-spec derivatives. The weight of our test car was distributed 49% front and 51% rear on our scales.

## MOTORS

| | |
|---|---|
| **Installation** | Rear, transverse, rear-wheel drive |
| **Type** | Permanent magnet synchronous motor |
| **Power** | 288bhp |
| **Torque** | 417lb ft |
| **Battery type** | Lithium ion (nickel-cobalt-manganese cathode) |
| **Battery capacity** | 100/90.6kWh (total/usable) |
| **Battery voltage** | 329V |
| **Max regeneration power** | 186kW |
| **Power to weight** | 126bhp per tonne |
| **Torque to weight** | 183lb ft per tonne |

## CHARGING PERFORMANCE

| | |
|---|---|
| **Claimed peak rates** | 11kW (AC), 170kW (DC) |
| **DC test peak/ average rate** | 165kW/124kW |



## CHASSIS & BODY

| | |
|---|---|
| **Construction** | Aluminium chassis, steel body |
| **Weight/as tested** | 2280kg/2386kg |
| **Drag coefficient** | 0.22 |
| **Wheels** | 9.0Jx21in (f), 10.0Jx21in (r) |
| **Tyres** | 255/35 R21 98Y (f), 285/30 R21 100Y (r), Pirelli P Zero |
| **Spare** | None (mobility foam) |

## TRANSMISSION

**Type** 1-spd reduction gear

## SUSPENSION

**Front** Multi-link, air springs, adaptive dampers
**Rear** Multi-link, air springs, adaptive dampers

## BRAKES

**Front** 415mm ventilated discs
**Rear** 378mm ventilated discs
**Anti-lock** Standard, with ABS, ESP, EBD
**Handbrake type** Electronic, switch
**Handbrake location** Right of steering column

## STEERING

**Type** Electromechanical, rack and pinion
**Turns lock to lock** 2.3
**Turning circle** 11.6m

## SAFETY

ABS, ESP, BSA, AEB, ESA, LKA, Pre-Safe Plus
**Euro NCAP crash rating** 5 stars
**Adult occupant** 95% **Child occupant** 91%
**Vulnerable road users** 83% **Safety assist** 81%

## CABIN NOISE

**Idle** na **Max power at 90mph** 69dBA
**30mph** 55dBA **50mph** 60dBA **70mph** 63dBA

## ACCELERATION

| MPH | TIME (sec) |
|---|---|
| **0-30** | 2.4 |
| **0-40** | 3.3 |
| **0-50** | 4.5 |
| **0-60** | 6.0 |
| **0-70** | 7.9 |
| **0-80** | 10.1 |
| **0-90** | 12.8 |
| **0-100** | 15.9 |
| **0-110** | 19.8 |
| **0-120** | 24.5 |
| **0-130** | 31.4 |
| **0-140** | - |
| **0-150** | - |
| **0-160** | - |

## ACCELERATION IN KICKDOWN

| MPH | TIME (sec) |
|---|---|
| **20-40** | 1.7 |
| **30-50** | 2.1 |
| **40-60** | 2.8 |
| **50-70** | 3.4 |
| **60-80** | 4.1 |
| **70-90** | 5.0 |
| **80-100** | 5.8 |
| **90-110** | 7.0 |
| **100-120** | 8.7 |
| **110-130** | 11.8 |
| **120-140** | - |
| **130-150** | - |
| **140-160** | - |

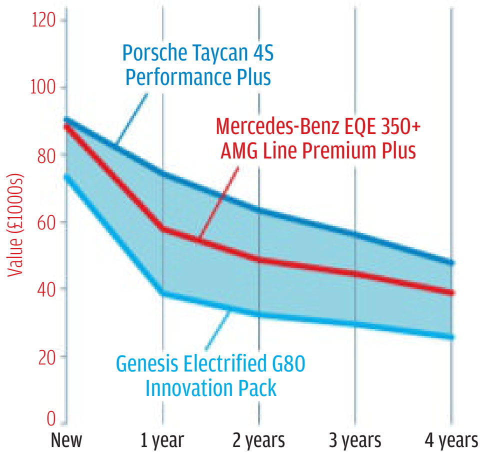
## ECONOMY

| | | |
|---|---|---|
| **TEST** | **Track** | 1.3mpkWh |
| | **Touring** | 2.7mpkWh |
| | **Average** | 2.9mpkWh |
| | **Range** | 262 miles |
| **CLAIMED** | **City** | 4.6mpkWh |
| | **Combined** | 3.2-4.0mpkWh |
| | **Range** | 356-394 miles |

## EMISSIONS & TAX

| | |
|---|---|
| **$CO_2$ emissions** | 0g/km |
| **Tax at 20/40% pcm** | £29/£59 |

## RESIDUALS



**THE SMALL PRINT** Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2023, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the EQE, contact Mercedes-Benz UK Customer Services, Delaware Drive, Tongwell, Milton Keynes, MK15 8BA (00800 9777 7777, mercedes-benz.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

**AUTOCAR ROAD TEST No 5605**

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**VERDICT**

★★★½☆

## Hot on comfort, tech; lacklustre on range, material quality, space

Mercedes has seized the opportunity that electrification presents to reinvent entirely its traditional product positioning with the EQE. The car leads with its uncompromising refinement and isolation; with impressive on-board comfort; and, most clearly of all, with about as much digital technology as you could accommodate in an executive car – seeking to cast that technology as the EQ brand's new USP, as has worked so well for Tesla throughout the past decade.

Now that the genie is out of the bottle, of course, MBUX can't have the same impact in 2023 as the Model S's monolithic cabin tech had a decade ago – and in other ways, the EQE struggles to compensate. It has only average cabin space and mixed perceived quality; it doesn't over-deliver on performance; and its outright electric range in the real world is some way short of outstanding.

The irony is that you might just wish there was a bit more old-school Benz charm about this slightly sterile, sci-fi, new-age saloon. In seeking to beat Tesla at its own game, it ends up leaving quite a bit to chance.

## Testers' notes

**MATT SAUNDERS** The Russian doll design of the EQE, which you really could mistake for an EQS parked slightly further away, doesn't work well. The business saloon market is famously conservative in its tastes, we know, but this looks less like a Mercedes to my eyes and more like some gigantic boiled vegetable.

**ILLYA VERPRAET** We didn't test it but chocoholics may like the 'Mercedes Mood' cabin fragrance that has been developed for the EQE: a 'bittersweet' whiff that's intended to imitate the aroma of dark chocolate.

## Spec advice

Stick with an EQE 350 in AMG Line Premium trim. That buys you upgraded safety systems and smart, smaller-circumference 20in wheels, so it should be a very comfortable ride. A home charger costs from £875, if you need one.

## Jobs for the facelift

- Add more Mercedes-typical geometric shape and definition to the exterior design.
- Increase second-row space to E-Class levels.
- Consider an electrically excited drive motor, which might offer better efficiency at higher cruising speeds.

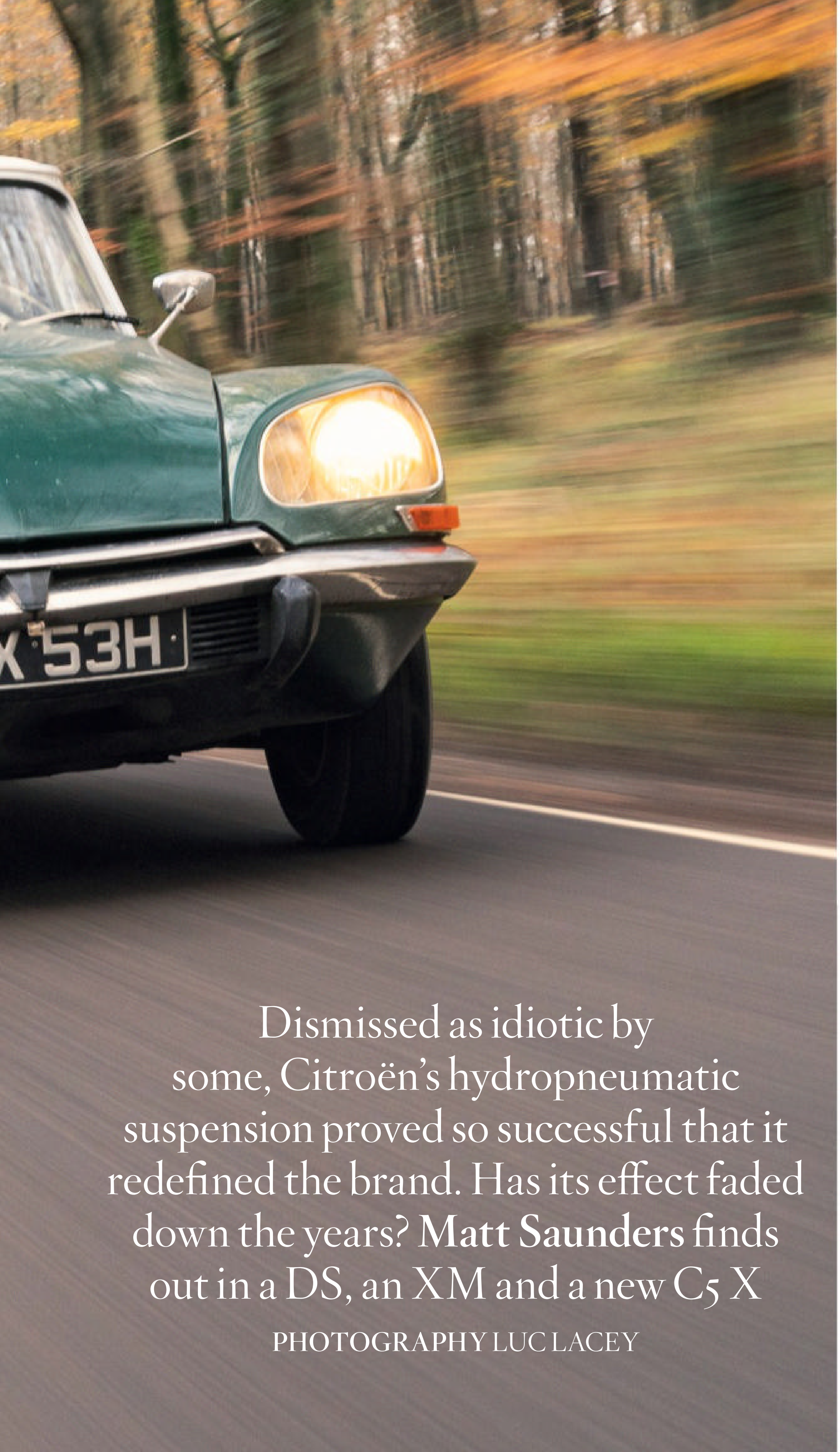
## ROAD TEST RIVALS

Verdicts on every new car, p74

| | | | | | |
|---|---|---|---|---|---|
| | 1 | 2 | 3 | | |
| | **PORSCHE TAYCAN 4S PERFORMANCE PLUS** Not quite as roomy, rangy or refined as the Mercedes but trounces it for driver appeal.<br>★★★★½ | **BMW i4 eDRIVE40 M SPORT** Our favourite i4 has the simplest, single-motor, rear-drive layout. One of the best-value EVs on the market.<br>★★★★☆ | **MERCEDES-BENZ EQE 350+ AMG LINE PREMIUM PLUS** Goes large on in-car tech and luxury appeal; perhaps not large enough on trad Merc substance.<br>★★★½☆ | **TESLA MODEL S DUAL MOTOR** Tesla touts a 400-mile range for its latest entry-level Model S, which is about to make landfall in Europe. UK sales unconfirmed. | **POLESTAR 5** Polestar's all-electric four-door GT won't be ready until 2024 – but with those outputs, it should make quite the impact. |
| **Price** | £90,461 | £57,685 | £88,450 | tbc | tbc |
| **Power, torque** | 563bhp, 479lb ft | 335bhp, 317lb ft | 288bhp, 417lb ft | 661bhp, 723lb ft | 872bhp, 664lb ft |
| **0-62mph, top speed** | 4.0sec, 155mph | 5.7sec, 118mph | 6.4sec, 130mph | 3.2sec, 155mph | tbc |
| **Economy, range** | 2.6-3.0mpkWh, 267-318 miles | 3.5-3.7mpkWh, 337-352 miles | 3.2-4.0mpkWh, 356-394 miles | 3.5mpkWh, 394-403 miles | tbc, 310 miles (est) |

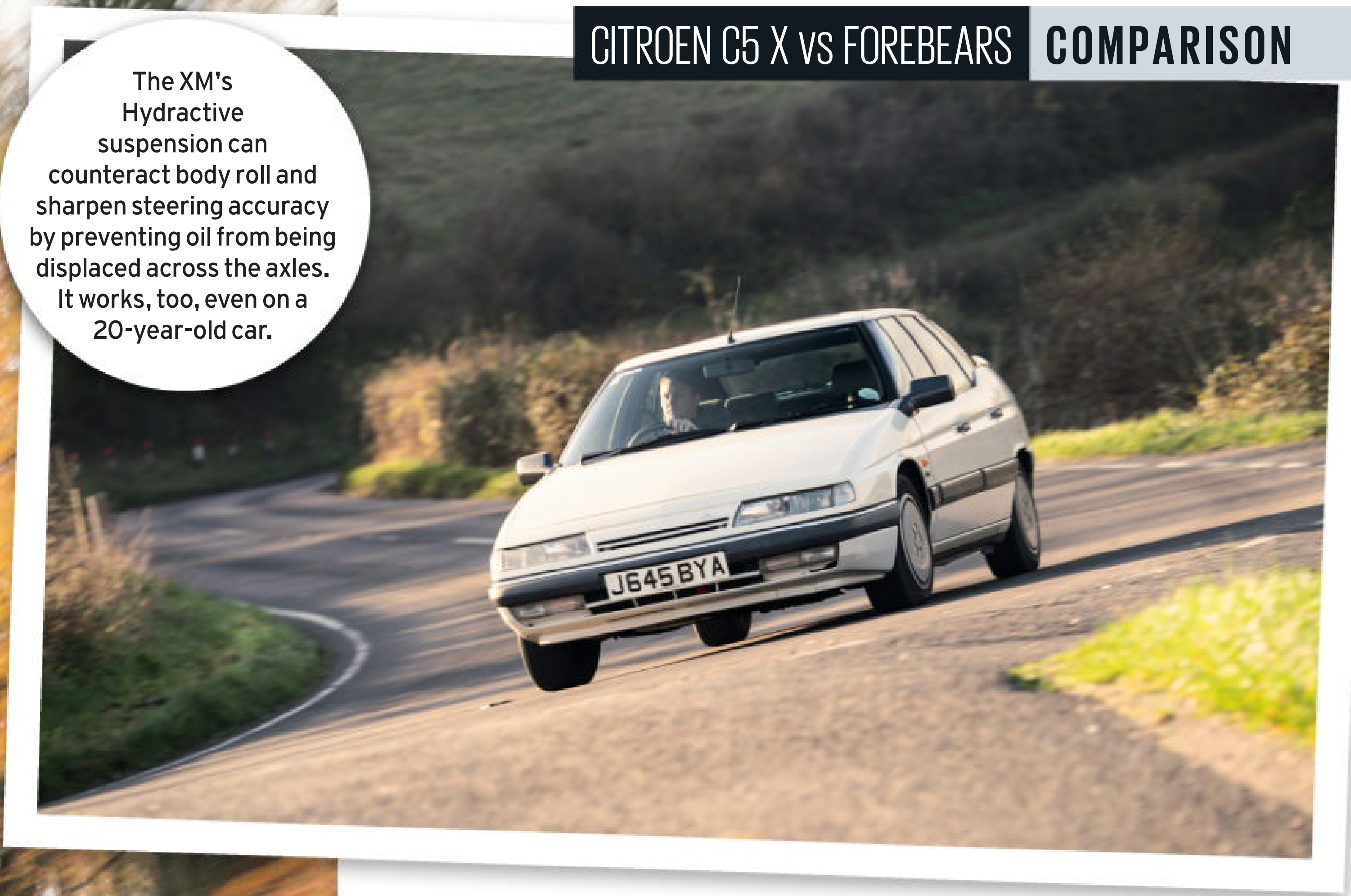
KS22 CYH
KRX

# SPHERES OF INFLUENCE



Dismissed as idiotic by some, Citroën's hydropneumatic suspension proved so successful that it redefined the brand. Has its effect faded down the years? **Matt Saunders** finds out in a DS, an XM and a new C5 X

PHOTOGRAPHY LUC LACEY



The XM's Hydractive suspension can counteract body roll and sharpen steering accuracy by preventing oil from being displaced across the axles. It works, too, even on a 20-year-old car.

Some car brands seem to have a memory, don't they? Citroën certainly remembers. Like numerous rivals in their various ways, it seems destined to retell the story of its particular rise to prominence again and again in the characteristics of so many new cars. Call it a strength or call it a tragic flaw, which ever you prefer, but it's definitely a thing.

The story in question is already well enough known. In the latter part of the 20th century, France had a road network ravaged by years spent as a theatre of war. So necessity drove ingenuity in a company that had already shown a commitment to innovation so strong that it had effectively led it to bankruptcy during the genesis of 1934's daring Traction Avant.

Engineer Paul Magès thought that there must be a better way to suspend a luxury saloon designed to run quickly and comfortably on broken, cratered and uneven surfaces than conventional coil springs, so he came up with the hydropneumatic self-levelling suspension system that would go on to define so much about big Citroëns for decades. Famously, although only according to some of his more technically orthodox peers, "he was an idiot who didn't know why it wouldn't work and created it anyway". If only modern engineers could be so stupid.

After a run-out on the rear axle of the Traction Avant, the system was fully fitted to the peerlessly elegant DS of 1955, then many Citroëns to follow. The Double Chevron became inextricably associated with cars of a uniquely soft-riding, comfort-first positioning. And many Citroëns remain defined in that way, best suited now to road networks much worse than France's – ours, for one.

Magès' pioneering suspension system survived for more than 60 years, being revised and improved many times over, as well as licensed by manufacturers including Rolls-Royce and Mercedes-Benz. Its last outing before retirement was under the C5 saloon, produced until 2019.

Now, however, Citroën is looking to a different technology to deliver the ride comfort for which it has become so well known – and a new flagship crossover vehicle with which to deliver it. The liftback-style C5 X isn't a big Citroën in the classic mould, but there's an elegance and an alternative visual appeal to it that suits its maker's reputation very well. Despite the raised ride height, it still looks more fashion wagon than wannabe SUV – for which, if only for the breath of fresh air that it represents, we can all be grateful.

The C5 X also has both the correct proportions and, as we have it here, the fairly modest output that make it easy to compare with a couple of Citroën ancestors that do ride on that famous hydropneumatic system: a 1991 XM and a 1970 DS.

If you're wondering what exactly is the key technical difference here between Citroën's new motorway lounger and its old luxury icons, it's much more significant than the chosen nomenclature suggests. Progressive Hydraulic Cushions first appeared on the C4 Cactus in 2018. The terminology sounds suspiciously like it might be describing a hydropneumatic strut. In fact, it's just a clever conventional suspension damper in which the extremes of travel are guarded by hydraulic bump stops, for both compression and rebound. When the suspension loads are greater and the strut moves quicker, the bump stops firm up and vice versa.

Plenty of cars use hydraulic bump stops, but the way Citroën deploys them lets it fit a softer coil spring in tandem, giving greater suspension dexterity and a smoother ride throughout the full range of travel, with the risk of running out of travel being guarded by the 'cushions'. ➔

A time-travelling Lane joins Saunders and Disdale

So what happens when you put a new C5 X with that technology up against a DS and an XM with Citroën's full-house, old-school hydropneumatic suspension, and on the craggy A- and B-roads of the South Downs? Which is the waftiest, comfiest Citroën luxobarge of all? When a couple of willing owners of the classic alternatives volunteer their cars, the opportunity to find out is too good to turn down, and our sincere thanks go to Edmund Hill for the use of his DS and to Rob Draper for the use of his XM.

Comparing any new car with a 50-odd-year-old relative isn't simple, however cleverly you think you've framed the exercise. On paper, at least, the C5 X we're interrogating isn't so different from the oldies. On length, it's within 100mm of both. On power, it's almost an exact match for the pre-turbo 2.0-litre, four-cylinder XM (although some way clear of the approximately 85bhp DS). On kerb weight, the newbie is no more than 250kg heavier than either of the classics. So the sheer physics that each of these suspension systems has to deal with should be comparable.

The driving experiences, needless to say, really aren't similar in a lot of ways. Hill bought his DS 10 years ago as a £2500 restoration project. That was cheap for a DS even back then – sufficiently cheap, in fact, that he's since spent almost 10 times as much maintaining, repairing and improving it. Yet driving it still feels just a little bit like being caught in a tongue-and-groove shed in a winter squall.

"Imagine driving a very comfortable Series 1 Land Rover" is how he cheerily prepared me for the experience, and that rather neatly sums up the lack of wind and noise isolation that the car has.

It doesn't help that among the 'mechanical patina' of this DS is an offside rear door that won't quite fully close. Yet there's enough wind and road noise from other sources to suggest that anyone who imagines that a half-century-old Citroën – or any car of similar age, for that matter – could really beat a modern car for all-round refinement and general everyday habitability would probably be in for a shock if they were to test their hypothesis.

Hill's car was, in fact, not a DS at all when new but one of the last examples of the French-market ID 19 – a slightly decontented DS offered at a lower price. That means it has a column-shifted manual gearbox rather than a hydraulically actuated semi-automatic one, and its power steering was fitted as an option rather than as standard.

But all of the key technology works as it would on a DS in any case. A unified hydraulic circuit provides oil pressure for the oil and gas spheres via which the car is suspended, as well as for the power steering, the clutch and the hydraulically actuated brakes.

The XM's steering, braking, transmission and suspension systems work similarly, except it has Citroën's first-generation Hydractive hydropneumatic suspension system, which uses an extra central accumulator sphere →

Although having a somewhat SUV-like appearance, the C5 X remains very much in the classic big Citroën mould, being airy, soft and comfortable, and quirky rather than glitzy

> ‘Imagine driving a very comfortable Series 1 Land Rover’ is how he prepares me for the DS experience

The DS’s hydraulic circuit is designed so that, in the event of a sudden loss of pressure, the systems shut down in a fail-safe order: suspension first, then drivetrain, then steering and finally brakes. Very reassuring.

← across each axle, as well as lots of electronic sensors, and can vary hydraulic pressure asymmetrically to counter body roll.

Driving both the DS and the XM acquaints you pretty quickly with the biggest advantages of hydropneumatic suspension – and its various myths. Adjustable ride height would be a big advantage in plenty of daily motoring, especially where craggy gravel car parks are concerned. It doesn't take either car long to rise from snake's ass to mountain goat setting, either.

On the move, both the DS and XM have superb pitch control. When self-levelling is used to describe so many suspension systems, you instinctively think it must only be useful for a heavy-laden estate car or when towing. But where these Citroëns are concerned, it's clearly an every-drive dynamic advantage, keeping them unerringly level, under acceleration and braking and over big bumps and small.

The XM has a habit of thumping just a little over transverse ridges, which the DS doesn't seem to suffer from, although that may be because the older car's much greater general noise level covers a multitude of sins.

The XM, by comparison, actually gives the C5 X a reasonable challenge on all-round rolling refinement and cabin sealing. Is it fair to make these comparisons? Isn't it blindingly obvious that a new car ought to beat one that's 30 or even 50 years old for noise isolation? Perhaps. Or maybe when people describe old Citroëns as 'magic carpets', what they actually mean is 'soft yet windy'.

The DS's zero-camber, zero-castor 'centre-point' steering is a big advantage for it, too. It steers lightly but really consistently and with some useful road feel, where the XM's heavier steering is quicker in its gearing but more uneven in its loading and less enticing.

Both cars roll a bit when you commit to a corner, which takes a little getting used to. And yet both grip and handle just fine, adopting a halfway brisk, fluent cross-country stride willingly and quite gratifyingly when you thread them along just right.

The key fact to take on board is that the gas and oil suspension system actually works better the faster you go. At low speeds, its ability to filter smaller lumps and bumps and resist resonances is a little underwhelming (although it swallows up speed bumps supremely well). But put 50mph to 70mph into either the DS or the XM and they settle into a wonderfully settled stride.

In the DS, there's too much pervading noise to call it serene, but the speed really does make the suspension work away busily underneath, on A-roads and motorways, while the body glides along atop apparently less and less vulnerable to either pitch or heave. It's a wonderful effect.

What of the C5 X, then? It's objectively a more relaxing and effective luxury car than either of its forebears in almost any way you care to mention. It's quieter and more isolated, quicker, more drivable, more responsive and much lower-effort. It is also fully fitted with modern niceties like heated seats and adaptive cruise control. But while its suspension filters noise leagues better than the DS, and a little better even than the XM, in the broadest sense it's 'only soft'.

It doesn't quite float or glide in the same way as its predecessors. You can feel every movement its axles make, whatever speed they're made at, albeit only distantly. And there's nothing like the same pitch or level control for the car under braking and acceleration. The faster you go in the C5 X, the softer it feels.

Hydropneumatic suspension was a genuine innovation from a time when Citroën was probably the most ingenious car company in the world, free to simply address the challenges of its age and unencumbered by baggage. Today, instead of innovative, it feels like the Double Chevron has to settle for different. Still, even if that's all it can really aim for, we should probably still be grateful that it does. A

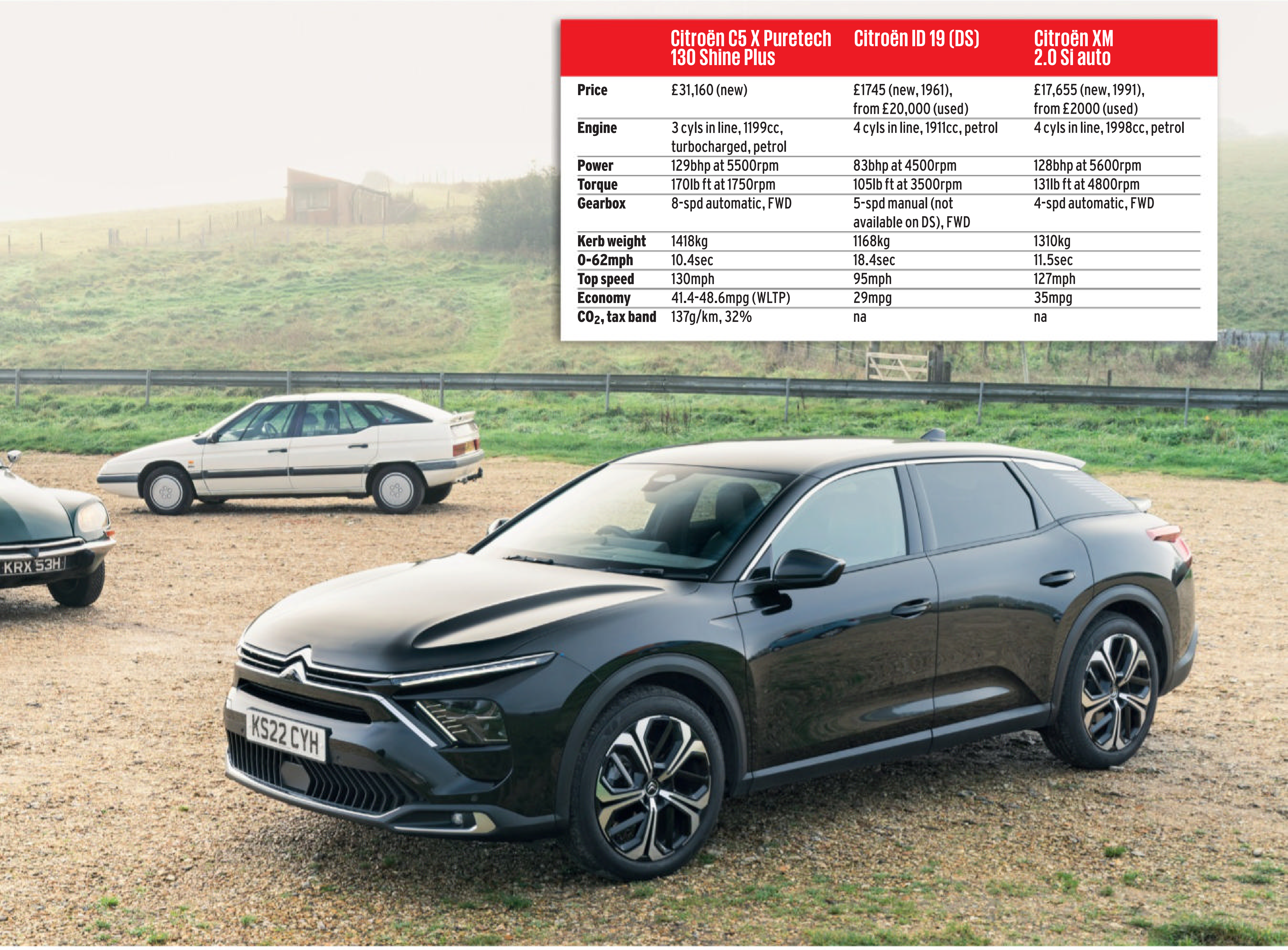
"I did wonder why it was so bloody cold in here"

CITROEN XM
100 1919 YEARS

Much of the XM is typical '90s, but there's no doubting where a car with a single-spoke wheel and Hydractive suspension comes from

Plywood door cards and denim pockets aren't original, despite this DS really being a bare-bones ID; even French peasantry could enjoy a sumptuous ride, thanks to one crazy idea

| | Citroën C5 X Puretech 130 Shine Plus | Citroën ID 19 (DS) | Citroën XM 2.0 Si auto |
|---|---|---|---|
| **Price** | £31,160 (new) | £1745 (new, 1961), from £20,000 (used) | £17,655 (new, 1991), from £2000 (used) |
| **Engine** | 3 cyls in line, 1199cc, turbocharged, petrol | 4 cyls in line, 1911cc, petrol | 4 cyls in line, 1998cc, petrol |
| **Power** | 129bhp at 5500rpm | 83bhp at 4500rpm | 128bhp at 5600rpm |
| **Torque** | 170lb ft at 1750rpm | 105lb ft at 3500rpm | 131lb ft at 4800rpm |
| **Gearbox** | 8-spd automatic, FWD | 5-spd manual (not available on DS), FWD | 4-spd automatic, FWD |
| **Kerb weight** | 1418kg | 1168kg | 1310kg |
| **0-62mph** | 10.4sec | 18.4sec | 11.5sec |
| **Top speed** | 130mph | 95mph | 127mph |
| **Economy** | 41.4-48.6mpg (WLTP) | 29mpg | 35mpg |
| **$CO_2$, tax band** | 137g/km, 32% | na | na |



# THE FRENCH COLLECTION

The Louvre? Paris has an even more fascinating museum to visit, finds **James Disdale**

If you were playing an automotive version of the 1980s TV word association game Mallet's Mallet, a top answer might be 'Citroën' and 'comfort'. It's this close relationship between company and calming dynamic trait that encouraged us to gather together our trio of Double Chevron protagonists for the feature you've just read. And it remains a big part of the firm's DNA to this day, used as a sales-boosting USP for the C4, C5 Aircross, C5 X and more.

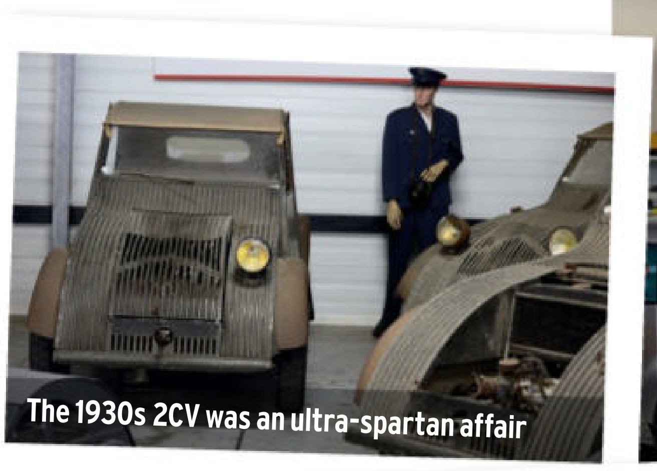
Yet Citroën's reputation for relaxation is really a by-product of its rich history of innovation, one that stretches back over a century and marks out the firm as one that dared to be different. In fact, take some time to do some digging and you will discover that Citroën's penchant for pioneering technology makes it arguably one of the most fascinating and influential car makers of all time.

That might sound like hyperbole, but visit Citroën's museum in Paris and you will soon understand why. Crammed from wall to wall and from floor to ceiling with the firm's most significant, influential and rare products, it's a treasure trove of machinery and memorabilia.

Being able to inspect a manufacturer's car collection might not seem like a big deal, but until very recently Citroën's stash was kept under lock and key, the doors opened only rarely for special occasions. Yet the recent need for it to stand on its own two feet financially means the Conservatoire (as it's officially known) is now open to the public, and for just €10 you can wander around the vast collection of around 300 vehicles (there are actually more than 600 exhibits in total, but half are kept in storage in various Stellantis sites across France), all housed in a 6500m$^2$ warehouse on an otherwise nondescript industrial estate. In fact, so unprepossessing is the building that you might drive right past it without noticing (we struggled to find the place, even with our eyes peeled).

On arrival, you walk through the small reception area and gift shop (keep a tight hand on your wallet because there are many temptations: 2CV-branded underpants, anyone?), then through some double doors and into the vast hall.

You will need a moment to take it all in because ahead of you is row after row of perfectly preserved metal, crammed together and arranged in chronological order. Across the middle are the production machines, at the back are the competition cars and down another wall are two long lines of concept cars, looking slightly out of place away from the glamour of a motor show stand.



The 1930s 2CV was an ultra-spartan affair

First Citroëns were conventional low-price cars

MATTHEW HOWELL

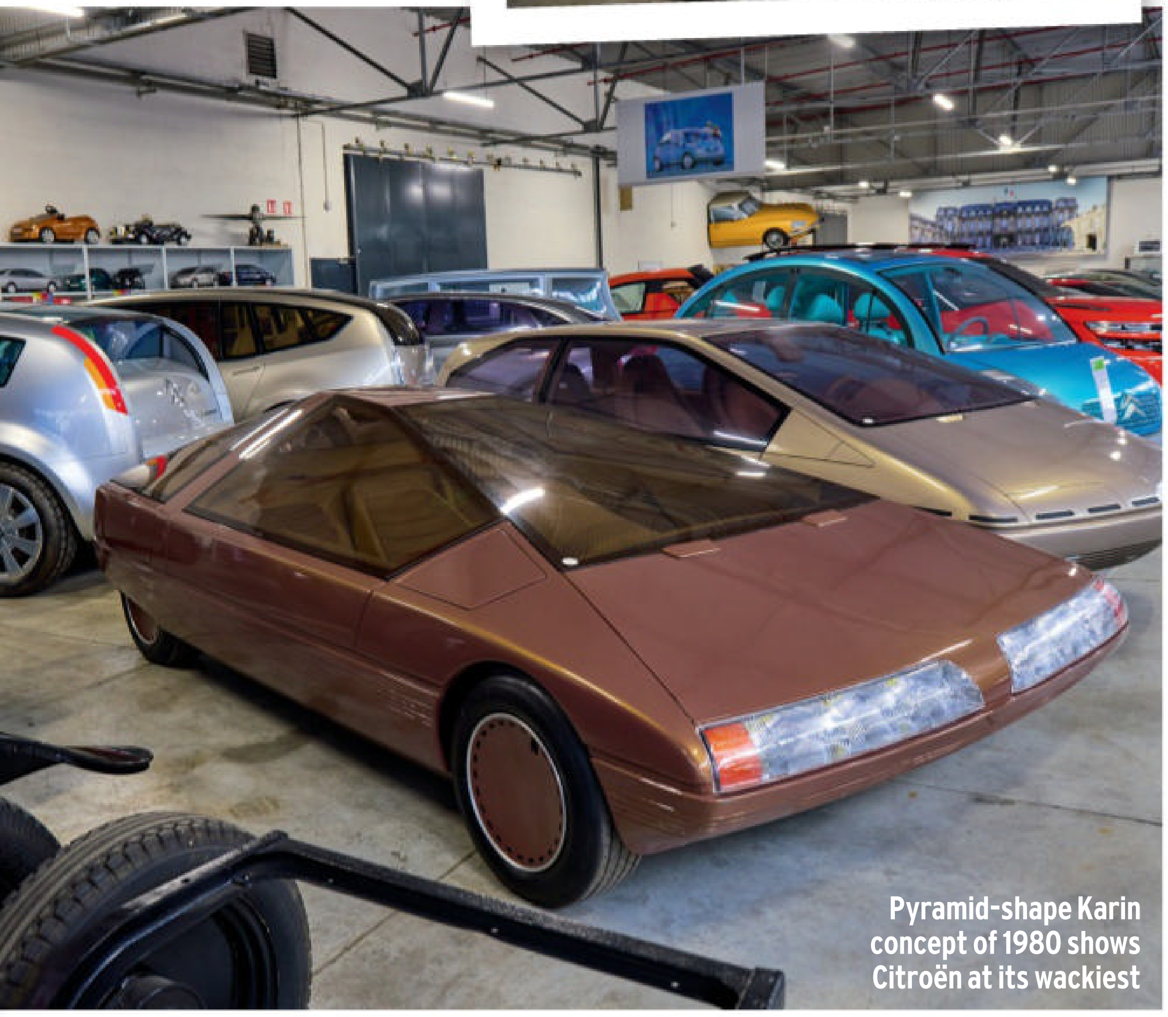
This is the place to be for 2CV spotters; there are 300 vehicles in total

DS for de Gaulle and SM cabriolet for Pompidou

Citroën has a long and glittering past in rallying

It's a smorgasbord of styling and engineering

One can never have enough Traction Avants



Pyramid-shape Karin concept of 1980 shows Citroën at its wackiest

## THE CAR THAT SAVED CITROEN

Citroën's back catalogue isn't short of innovative or influential offerings, but few are as genuinely important as the BX. Launched in 1982 (in a ceremony under the Eiffel Tower, no less), the family hatchback celebrated its 40th birthday last year, but when new it was seen as the last roll of the dice for a firm that had gone bankrupt twice (having already tested the pecuniary patience of previous owners Michelin and Peugeot) and was facing financial oblivion once again.

The first Citroën to be launched under the new PSA Group, it was designed to have far broader appeal than some of its more wilfully different predecessors, as well as shake off the brand's unfair reputation for mechanical fragility. In the UK, it was advertised under the tagline 'Loves driving, hates garages', and beneath its crisp Bertone-penned lines it hid a winning blend of traditional Citroën quirkiness and tried-and-tested mechanicals.

Hydropneumatic suspension, lightweight composite body panels and, on early cars, a typically Dan Dare dashboard layout ensured it was still a 'proper Citroën', but the platform and engines were pure Peugeot (and would be shared with the forthcoming 405).

It proved a big hit, especially when the spacious estates, hot GTI versions and frugal diesels were added (it was Britain's best-selling derv drinker for years). Over a 12-year production run, more than 2.3 million found homes.

Quite simply, there would be no Citroën now if it weren't for the BX.

A French five-door with a difference

Tucked away in a corner behind a large door is a small workshop where mechanics fettle the exhibits (most of the displays are in running order) but also restore and repair customers' cars.

Sitting just inside the front door, next to a mock-up of André Citroën's wood-panelled office, is the 1919 Model A, the firm's first-ever car. It was a fairly simple front-engined, rear-driven saloon with a ladder-frame chassis, but it set the template for the machines sat alongside it, including the 5CV and the Rosalie, models that proved to be sales hits thanks to their robustness and ease of use. Nestled in among them is a B10, the first production car with an all-steel body.

Yet it wasn't until 1934 and the Traction Avant that Citroën really hit its trend-setting stride. Famed for its monocoque construction, front-drive layout and independent suspension, this nimble machine is arguably the progenitor of the modern car as we know it, so it's perhaps no surprise to find there are more examples here than you can shake a large baguette at.

There are also 2CVs galore, including the rare, pre-war TPV (Très Petite Voiture, or very small car) prototype that was rescued from the attic of a barn where it was hidden from Germany's occupying forces. It's this car's soft, long-travel suspension (allegedly designed to stop a basket of eggs becoming an omelette when driven across a ploughed field) that set the trend for Citroën's trademark wafty ride.

And what about the 1955 DS, a car so stunningly designed and dense with technology that it still makes some of today's models seem old hat? With its self-levelling hydropneumatic suspension, composite body panels, directional headlights and powered steering, gearchange and brakes, it was decades ahead of the competition.

Our favourite here is an earlier ID version that was used to carry employee pay packets to factory workers across France, its boot converted into a safe following a number of armed hold-ups.

Move along and you will find examples of the gorgeous CX that replaced the DS, the brilliant GS and the jaw-dropping, Maserati-engined SM. There are also any number of Visas, AXs, BXs, XMs, Xantias and C6s. Then a line of presidential Citroëns (from de Gaulle's DS to Macron's DS 7) and those concepts, such as the cute AX roadster that features a unique double-chevron tread pattern cut into its tyres.

Also present are buses, tractors and commercial vehicles, including possibly the only example of the corrugated Type H that hasn't been turned into a mobile pizza oven…

Keep moving and you will stumble across a full grid of motorsport heroes, from Sébastien Loeb's World Rally Championship winners to the ZX Rallye Raids that dominated the Paris to Dakar. Oh, and a steroidal AX touring car that delivered 400bhp to its front wheels and makes you wonder what the French for 'torque steer' might be.

Everywhere you look there are surprises and hidden gems, each helping to tell the story of this remarkable company. We had a day to look around, but you could easily spend the same time again and still unearth specimens of Citroën's often-forgotten brilliance and breathtaking iconoclasm.

Yes, you might struggle to find the Conservatoire, but seeking it out is well worth the effort.

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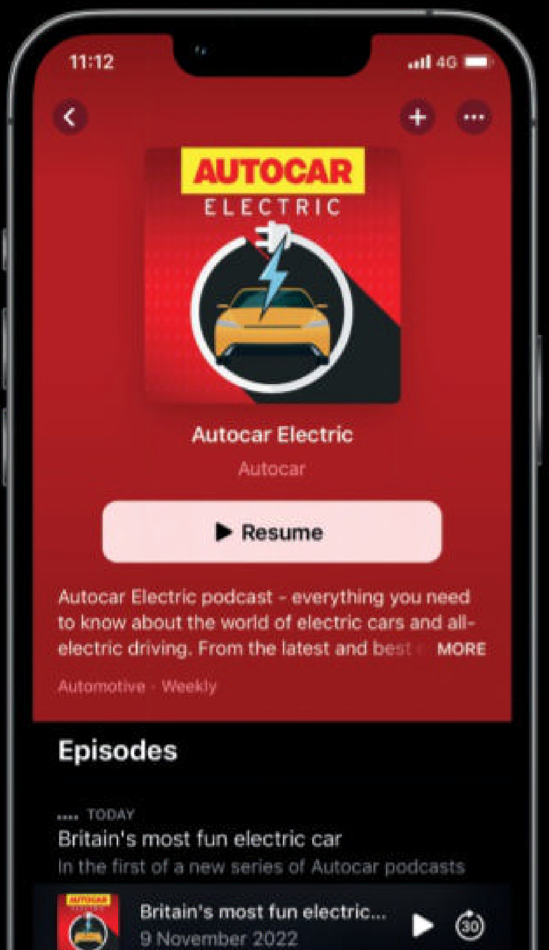

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9 November 2022

# NEW CARS 2023

Hypercars, family workhorses, super-SUVs, budget cars, sports cars and even a few newcomers with the rarely spotted V12 engine – here's our insider guide to the 130 most important cars making their debuts this year

ILLUSTRATION REBECCA STEVENS

**POLESTAR** 3
**ABARTH** 500e
**FORD** MUSTANG

BY CHARLIE MARTIN,
FELIX PAGE, WILL RIMELL,
PIERS WARD AND JACK WARRICK

# BRIT HEROES

The outlook for the British car industry is, in a word, murky. Production has yet to fully recover from the pandemic, post-Brexit trading rules are complicating the import/export process and there's the prospect of vastly restricted EV production if progress is not made imminently to localise battery production.

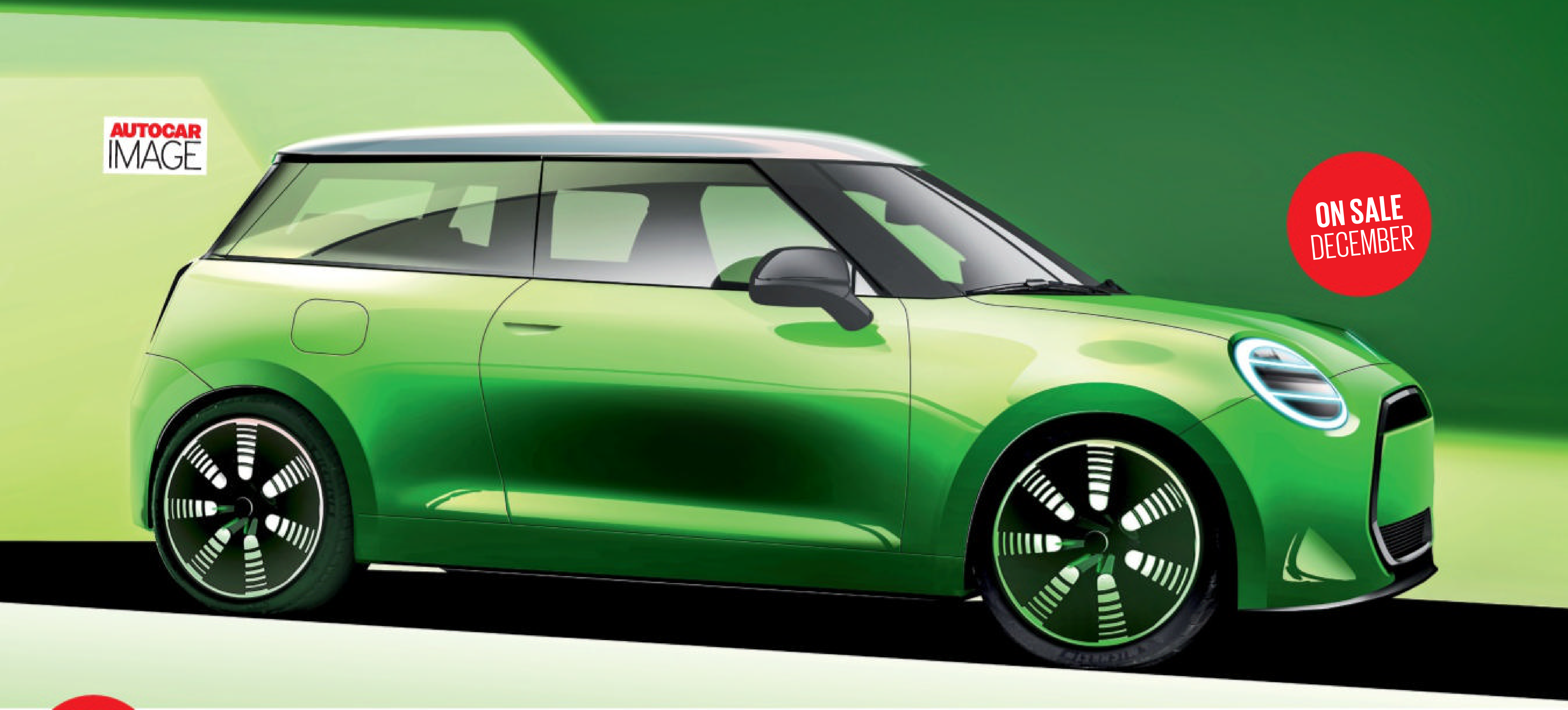
But things are far brighter on the new-metal side of things. Each big British brand is primed to launch crucial new-generation models or commemorative editions of pivotal outgoing cars this year. Here are the ones to watch.

## MINI HATCH

The current, third-generation Mini Hatch has been on sale for nearly a decade, but now an all-new, Brit-built model is inbound. The newcomer will stay true to the winning formula by pairing petrol power with pint-sized proportions – but it will bring significant updates across the board.

Mini's Oxford factory will produce the combustion car in three-door, five-door and – from 2024 – convertible forms, while the new and improved Mini Electric will be built in China atop a new platform developed with Great Wall Motors. Despite being built on opposite sides of the world, the EV and ICE three-door cars will look almost identical, with heavily reduced overhangs and a longer wheelbase than today's car, a more minimalist cabin layout and increased use of sustainable materials.

There will be a raucous JCW range-topper for the petrol car, but Mini hasn't yet confirmed if it will bring back the axed manual option...



ON SALE DECEMBER

ALSO COMING

ON SALE JUNE

### ABARTH 500E
Shouty pocket rocket quietens down for the electric era, but still offers scorching off-the-mark pace.

ON SALE APRIL

### ALFA ROMEO GIULIA
Styling tweaks and trick LED headlights for Turin's 5 Series, along with a sporty new Competizione variant.

ON SALE APRIL

### ALFA ROMEO STELVIO
Giulia's SUV sibling follows suit with the design and tech changes, and soldiers into 2023 with a diesel option.

ON SALE MARCH

### ALFA ROMEO TONALE PHEV
Alfa's first plug-in hybrid packs 276bhp and offers 43 miles of electric-only range.

ON SALE NOVEMBER

### ASTON MARTIN DBS 770 ULTIMATE
Hardcore variant of brutish GT gets a power hike to rival the Ferrari 812 Competizione.

ON SALE JANUARY

### BMW i7
Don't want to look at the front end? Sit in the back and watch Netflix on the 31.3in, 8K cinema screen instead.

ON SALE MAY

### BMW M2
And the winner of Britain's Best Driver's Car 2023 is... Munich's entry M car looks set to stun once more.

ON SALE JUNE

### BMW M3 CS
We like the 542bhp M4 CSL rather a lot, so a similar take on the more practical M3 is an enticing prospect.

ON SALE JANUARY

### BMW M3 TOURING
For when you need to get everything (and the kitchen sink) somewhere really, really quickly.

ON SALE MAY

### BMW X5
SUV stalwart will get a new look to bring it in line with the XM range-topper...

## HOME-GROWN COUPES WITH SERIOUS FIREPOWER

ON SALE JUNE

### ASTON MARTIN DB11

Big updates are coming to Aston's front-engined sports cars. The DB11 is first up, followed by the DBS and Vantage in 2024. The revamp will bring a wide-reaching chassis overhaul, powertrain improvements and – at last – a touchscreen.

ON SALE NOVEMBER

### BENTLEY BATUR

Fans of Bentley's W12 could hope for no better swansong than the jaw-dropping Batur. This 18-off special is the most powerful Bentley road car yet, pushing more than 730bhp and 740lb ft to both axles for 0-62mph in less than 3.5sec.

ON SALE JANUARY

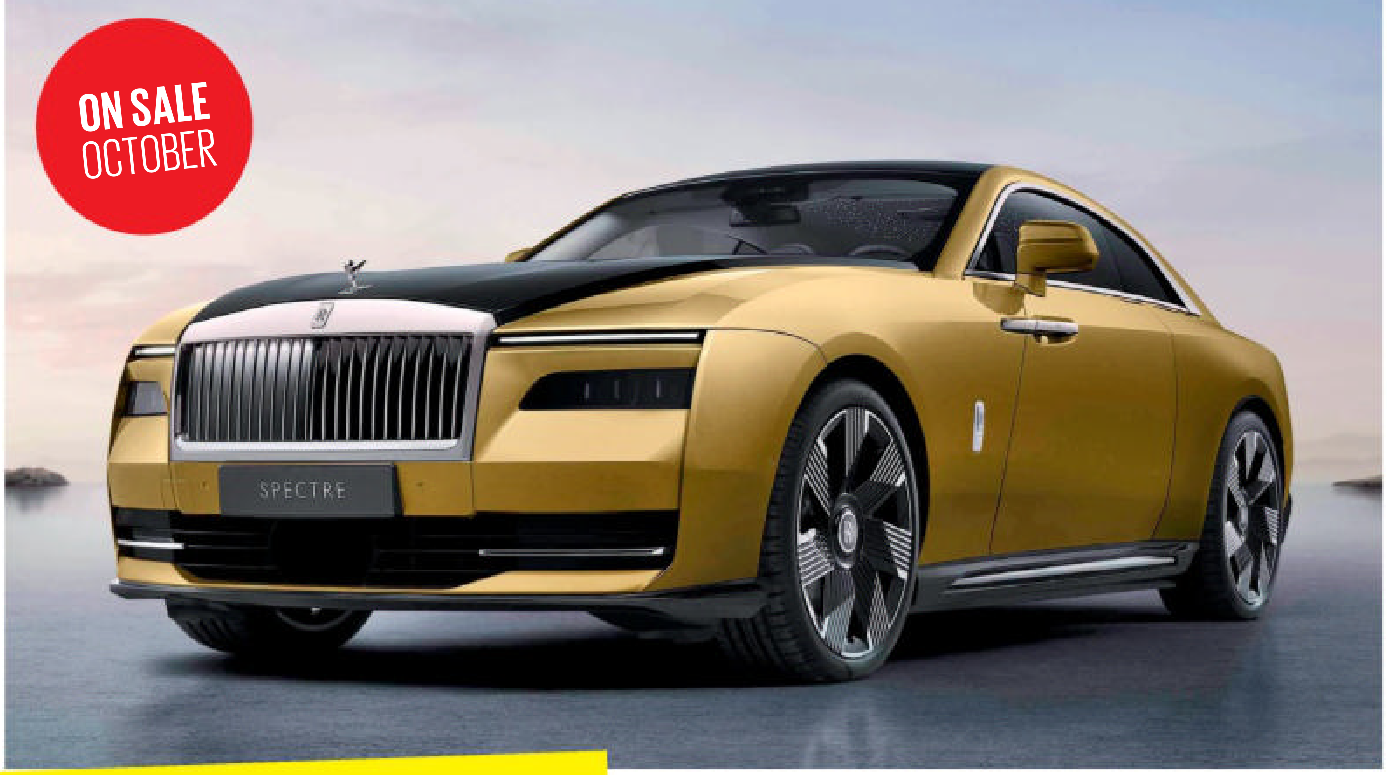
### JAGUAR F-TYPE 75

The latest (and *gasp* last?) in a long line of epic 'traditional' Jag sports cars is this final version of the F-Type. With bespoke design cues and a rip-snorting supercharged V8, it should give the 10-year-old sports car an emotional send-off.

## ROLLS-ROYCE SPECTRE

Just as important as the Mini – albeit much more exclusive and, ahem, a touch heftier – is the third electric car to enter series production in the UK: the Rolls-Royce Spectre.

Tipping the scales at a hair under three tonnes but capable of matching a Porsche 718 Cayman GT4 to 62mph, the 577bhp Spectre promises to be one of the most beguiling and technologically impressive cars of the modern era. It is built around the latest iteration of Rolls-Royce's Architecture of Luxury and draws its power from a mammoth 120kWh battery, good for a claimed 323 miles between charges – plus it's one of the most aero-efficient cars around and the stiffest car the firm has ever put into production. The most advanced Rolls-Royce since FAB 1? It should well be given its £275,000 pre-options price.



ON SALE OCTOBER

## HOW MUCH? SERIOUSLY?

ON SALE MAY

### ALPINE A110 R

Firmed-up, light(er)weight version of an Autocar handling hero goes lap-record hunting – and is priced at a whisker under £90k. The R stands for 'Radical' – not 'Really?!'

ON SALE MARCH

### AUDI TT RS ICONIC EDITION

TT bows out with a limited, last-blast special edition for £87,650, wearing a bespoke aero kit and unique design elements. The RS stands for 'RennSport' – not 'Really?! Sheesh.'

ON SALE APRIL

### AUDI Q8 E-TRON

New name and front end for Audi's EV pioneer but, more importantly, a massive 343-mile maximum range.

ON SALE APRIL

### AUDI RS6 PERFORMANCE

Uprated V8 super-wagon, with 621bhp, becomes the only UK offering. We can live with that.

ON SALE APRIL

### AUDI RS7 PERFORMANCE

Audi's answer to the Porsche Panamera gets a mega-power makeover, too. Yours for £116k.

ON SALE APRIL

### AUDI R8 GT RWD

This time next year, the V10 engine will be dead in Europe. It's up to this final R8 to make sure the noise lives on.

ON SALE MAY

### BMW 7 SERIES PHEV

New 7 Series plug-in hybrids offer around 50 miles of electric-only range – and up to 563bhp in M760e guise.

ON SALE MAY

### BMW X6

...and so will its rakish-roofed sibling. The pair will also get BMW's new eighth-generation iDrive infotainment.

ON SALE JANUARY

### BMW Z4

The subtlest of design refreshes for BMW's rival to the Porsche 718 Boxster – and no more mid-rung sDrive30i option.

ON SALE JULY

### CHEVROLET CORVETTE Z06

First mid-engined Z06 gets a bespoke atmo V8 – the most powerful yet in a production car.

ON SALE MARCH

### DS 3

New headlights inspired by the DS 4, more range for the EV and – most importantly – no more Crossback suffix.

ON SALE DECEMBER

### FERRARI SF90 VS

Hardcore version of the firm's halo hybrid is in the works, with improved aerodynamics and, it's expected, more power.

# PROPER SUPER-SUVs

As Nissan's Europe chairman, Guillaume Cartier, told us: "SUVs are the future; people want more for their money." And the most they can get, for the most money, comes in the form of a super-SUV, pairing family haul-ability with startling pace and sharp handling. It's an enticing mix, and one that is proving to be popular.

Sufficiently popular, in fact, to have persuaded even Lotus – that last bastion of lightness and compact proportions – to launch a searingly quick high-rider. But it's not just Hethel pushing the hot high-rider in 2023. Here are the ones that will grab the main headlines this year.

## LOTUS ELETRE

Lotus will capitalise on the growing SUV trend with one of its own – its first model with more than two adult-sized seats in over 30 years. Claimed to be the world's fastest dual-motor electric SUV, the Eletre will arrive in June with a £120,000, 893bhp range-topping R model. With 726lb ft, it packs enough poke to surge from 0-62mph in 2.95sec – as quick as a Ferrari 296 GTB.

The Eletre is the first of three 'lifestyle' Lotus EVs due to enter production at the new Lotus Technology base in Wuhan, China, by 2025. A saloon and a crossover will follow.

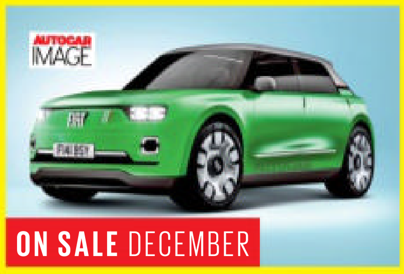
ON SALE JUNE

## ALSO COMING

ON SALE FEBRUARY

**FERRARI SP3 DAYTONA**

Mid-engined, £1.68m SP3 packs 829bhp V12 and design cues from '60s racing legends.



ON SALE DECEMBER

**FIAT 'PUNTO'**

New supermini will be Punto-sized "but not called Punto". Electric and hybrid variants tipped for the Corsa rival.

ON SALE OCTOBER

**FISKER OCEAN**

Funky, eco-focused crossover has the potential to really change the family EV game.

ON SALE NOVEMBER

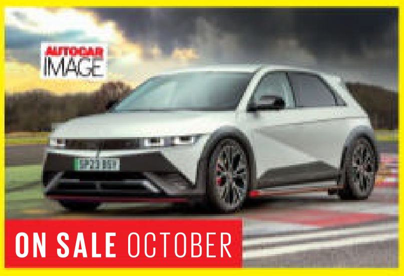
**FORD E-TRANSIT CUSTOM**

Handsome EV version of perennial big seller is the first launch from new Ford Pro brand.

ON SALE DECEMBER

**FORD MEB EV**

Ford goes after the Volkswagen ID 3... with a family crossover that uses the same EV platform.



ON SALE OCTOBER

**HYUNDAI IONIQ 5 N**

Retro EV to get hot variant, most likely sharing highly strung 577bhp twin-motor powertrain with the Kia EV6 GT.

ON SALE FEBRUARY

**HYUNDAI IONIQ 6**

Hyundai's answer to the Tesla Model 3 is a 'streamliner' not a saloon, apparently. In any case, it has a 379-mile range.

ON SALE JANUARY

**INEOS GRENADIER**

'Son of Defender' is finally on the way after various delays. It will hit the road priced from £49,000.

ON SALE SEPTEMBER

**JEEP AVENGER**

Jeep's first EV has been designed in Europe, for Europe. A 54kWh battery returns up to 249 miles.

ON SALE AUGUST

**JEEP GRAND CHEROKEE**

New flagship model is UK-bound with 375bhp PHEV powertrain, followed by full EV in 2025.

## TOP-SELLER'S EV

### FORD E-TOURNEO CUSTOM

One of the most important launches of 2023: an electric version of the UK's best-selling vehicle of 2021. With a range of 230 miles from a 74kWh battery, it shares the same 215bhp motor as the panel-sided E-Transit Custom but ups the 'lifestyle' factor with movable, reversible seats and a slick, car-like cockpit area. This or a VW ID Buzz?

**ON SALE** NOVEMBER

**ON SALE** APRIL

## BMW XM

BMW's M division will launch its second bespoke model in 2023 – and, yes, you guessed correctly: it'll be an SUV. Named the XM (but quite unlike the 1990s Citroën of the same name), it musters 740bhp from a 4.4-litre V8 and a 194bhp electric motor, costs £150k and covers 0-62mph in 4.3sec. Not just that, but the XM is also as economical as it is rapid: BMW claims up to 188.3mpg, 33g/km of $CO_2$ and an all-electric range of up to 55 miles. Though even with the engine off, it's hard to imagine slipping unnoticed through the suburbs in this thing…

**ON SALE** JANUARY

## LAMBORGHINI URUS PERFORMANTE

This angrier, hotter version of the already blistering Urus is a lightened, uprated proposition with improved driving dynamics and reduced drag. It loses 47kg over the standard car thanks to its new carbonfibre trim and bonnet, but gains a weighty £21,000 premium for the privilege, with prices starting from £209,000. With a snappy twin-turbo V8 sending 656bhp and 626lb ft to both axles, the Performante travels from 0-62mph in 3.3sec and on to a top speed of 190mph.

## DIRTY DOZEN ISN'T DEAD

AUTOCAR IMAGE

**ON SALE** JUNE

### LAMBORGHINI AVENTADOR SUCCESSOR

Dramatic-looking supercar will continue to draw the bulk of its power from a highly strung, large-capacity V12 engine – but with a new hybrid element that, suggest bosses, will make it significantly more powerful than today's model.

**ON SALE** AUGUST

### PAGANI UTOPIA

The Pagani Huayra successor comes with an 864bhp Mercedes-AMG-sourced 6.0-litre twin-turbo V12, connected to a seven-speed manual gearbox (yes, really). A lightweight shell means Utopia tips the scales at just 1280kg.

**ON SALE** AUGUST

### FERRARI PUROSANGUE

It's an SUV, Jim, but not as we know it. With a 6.5-litre V12 sending 715bhp and 528lb ft to both axles, Ferrari's answer to the Aston DBX will make good on its claim to be a "true sports car", covering 0-62mph in 3.3sec, 0-124mph in 10.6sec.

**ON SALE** SEPTEMBER

### FORD MUSTANG

Ecoboost and V8 engines return for a reassuringly traditional refresh of the pony car formula.

**ON SALE** OCTOBER

### FORD PUMA ST HYBRID

Test mules suggest Ford Performance's first hybrid won't be a plug-in.

**ON SALE** APRIL

### HONDA CR-V

Ruggedly styled crossover brings improved performance from a new hybrid powertrain that yields 204bhp and 247lb ft.

**ON SALE** MAY

### HONDA E:NY1

Honda's first mainstream EV should be a touch more practical than the pint-sized, short-range E supermini.

**ON SALE** JUNE

### HONDA ZR-V

Civic-based hybrid crossover is based on US-market HR-V, which is different from Europe's HR-V. Got it? Us neither.

**ON SALE** NOVEMBER

### KIA EV9

Kia cements its upmarket billing with a chunky premium SUV to rival the likes of the Discovery.

**ON SALE** FEBRUARY

### KIA SOUL URBAN

Entry-level Soul EV comes with a smaller, 39.2kWh battery, a 171-mile range and a £32,795 price.

**ON SALE** JULY

### LAMBORGHINI HURACAN STERRATO

Off-road supercar, anyone? The 601bhp V10 Sterrato is the firm's last pure-petrol offering.

**ON SALE** MARCH

### LEXUS RX

A total redesign for Lexus's best-selling car, along with the first PHEV option.

**ON SALE** APRIL

### LEXUS RZ

The firm's first bespoke EV will launch with a 308bhp dual-motor set-up and more than 250 miles of range.

ON SALE NOVEMBER

# EXEC SHOWDOWN

The executive segment is to cars what Italy once was to football. You see, Serie A was for a time the pinnacle of the sport and the Milan derby one of the most viewed fixtures in Europe. Despite a sharp decline in the league's popularity, the Derby della Madonnina remains a fan favourite – just like the war between the BMW 5 Series and the Mercedes-Benz E-Class. And this year, a whole new generation will come to play… Time for a bounce-back, we think.

## BMW 5 SERIES

Whereas Mercedes has split its executive models into the forward-looking, electric EQE and the fossil-fuelled E-Class, BMW's rival 5 Series will offer petrol, diesel, plug-in hybrid and electric derivatives – all in one bodyshell.

The pure-combustion 5 Series models (including the snarling V8-powered M5) will adopt some form of electrical assistance to meet the latest emissions standards, while the PHEV options are likely to receive bigger batteries (and thus longer electric ranges) – good news for eco-conscious suburban drivers and cash-savvy company fleet managers.

The electric i5 will offer buyers a more conventional alternative to the EQE and the Tesla Model S. It will trade a long range for a smaller, less heavy battery – to bolster its dynamic appeal – and have 210kW rapid-charging capabilities.

## ALSO COMING

ON SALE JUNE

### LEXUS UX 300E

Bigger battery boosts the range to 280 miles and chassis tweaks are said to sharpen the handling.

ON SALE AUGUST

### LUCID AIR

Mercedes EQS rival gains entry-level Pure trim with 473bhp and an official 410-mile range.

AUTOCAR IMAGE

ON SALE DECEMBER

### MASERATI GRANCABRIO

Folgore version of luxury drop-top will be the first convertible EV since the Tesla Roadster.

ON SALE JULY

### MASERATI GRANTURISMO

Handsome coupé gets 550bhp Nettuno V6, dispatching 0-62mph in 3.5sec…

ON SALE OCTOBER

### MASERATI GRANTURISMO EV

…or the tri-motor Folgore with more than 751bhp, an 83kWh battery and a 280-mile range.

ON SALE FEBRUARY

### MERCEDES-AMG C63

Super-saloon halves its cylinder count and gains an EV boost. It tips the scales at a whopping 2111kg.

AUTOCAR IMAGE

ON SALE DECEMBER

### MERCEDES-AMG GT

Sporty hard-top sibling to the SL will be offered with six- and eight-pot engines, plus a 831bhp PHEV.

ON SALE FEBRUARY

### MERCEDES-AMG S63

Mercedes continues its plug-in assault with a 791bhp limo capable of 64.2mpg and 180mph.

ON SALE JANUARY

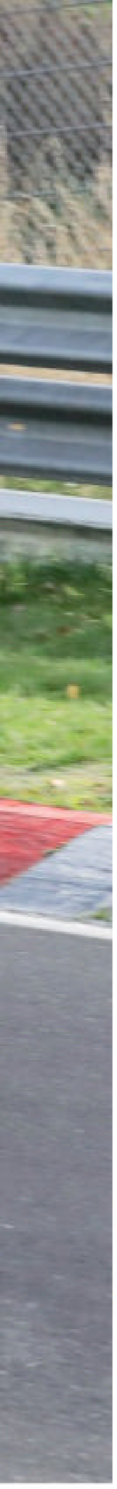
### MERCEDES-BENZ A-CLASS

Mild hatch gains mild-hybrid engines and milder styling tweaks, plus updated software.

ON SALE JANUARY

### MERCEDES-BENZ B-CLASS

Facelifted premium MPV bites back against BMW 2 Series Active Tourer. Still no AMG B45.

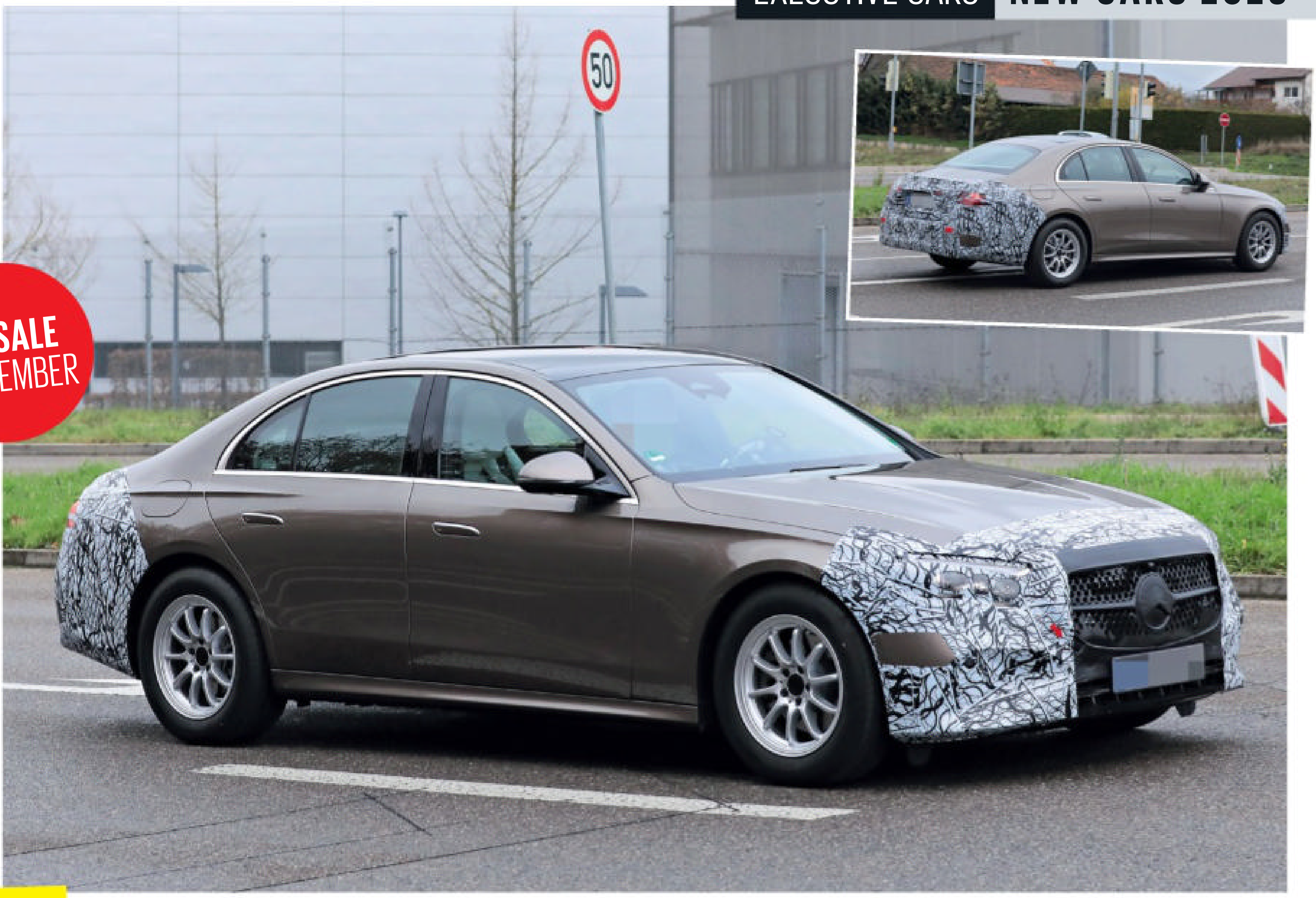


## MERCEDES-BENZ E-CLASS

Mercedes-Benz landed a critical first blow by getting the all-electric EQE to market almost a full year before any direct equivalent BMW. This year, it follows with a combustion-flavoured E-Class aimed at the mainstream, hailing level-three autonomous driving technology and a renewed range of electrified petrol and diesel engines.

Plug-in hybrid powertrains will propel high-end models, including the top AMG version, which will lose its snorting V8 in favour of a mighty electrified four-pot. Meanwhile, today's acclaimed six-cylinder diesel and petrol motors will stick around, with efficiency and power boosts courtesy of new hybrid elements.

A swansong for Mercedes' MRA platform, the E-Class will be among the final new combustion cars ever to leave Stuttgart – and bosses will also be hoping it's one of the best.



ON SALE SEPTEMBER

## YOU'LL NEVER SEE ONE...

ON SALE NOVEMBER

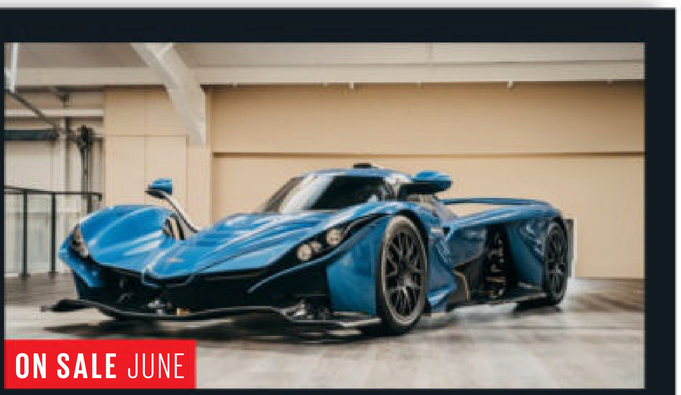
### KOENIGSEGG CC850

Proof that fashion operates on a 20-year cycle, this reimagining of the seminal CC8S gets a twin-turbocharged 5.0-litre V8 packing 1385bhp, and tips the scales at 1385kg, giving a 1:1 power-to-weight ratio and endowing it with the psychotic performance for which Koenigsegg is known.

ON SALE NOVEMBER

### CZINGER 21C

US start-up Czinger pioneered the technique of 3D-printing car chassis back in 2015, and it's finally coming to market in the 21C hypercar. Packing a 1223bhp electrified V8, it dispatches the 0-62mph sprint in 1.9sec and is almost 2.2sec quicker than a McLaren Senna around Laguna Seca.



ON SALE JUNE

### PRAGA BOHEMA

The Czech brand's first bespoke road car since films were black and white packs a 700bhp Nissan GT-R-derived V6 and an embarrassment of carbonfibre to keep weight below a tonne. Just 10 examples will be built in 2023 and 89 over the next four to five years.

ON SALE NOVEMBER

### MASERATI GRECALE FOLGORE

Modena's long-awaited electric SUV beats the Porsche Macan EV to market by a year.

ON SALE MAY

### MASERATI MC20 CIELO

Flagship supercar adds wind-in-hair thrills to its CV – with a weight penalty of just 65kg.

ON SALE MARCH

### MAZDA CX-5 MHEV

Mazda electrifies the CX-5's atmo petrol motor in the name of improved efficiency.

ON SALE FEBRUARY

### MAZDA CX-60 ICE

Electrically assisted diesel six-pot sends 251bhp through all four wheels and yields 56.5mpg.

ON SALE NOVEMBER

### MAZDA MX-30 REX

Rotary engine returns... as a petrol generator to boost the range of the short-legged electric crossover.

ON SALE APRIL

### MERCEDES-BENZ CLA

Sleek not-a-saloon and not-an-estate gets not-a-very-big-update to mark the mid point in its life cycle.

ON SALE FEBRUARY

### MERCEDES-BENZ EQE SUV

BMW iX rival gains a 677bhp AMG-honed range-topper, capable of 0-62mph in 3.5sec.

ON SALE MARCH

### MERCEDES-BENZ EQS SUV

Seven-seat EV offers a massive 364-mile range, but you'll pay £130k for the privilege.

ON SALE MAY

### MERCEDES-BENZ EQT

Premium electric MPV is based on the Renault Kangoo and will spawn a camper variant down the line.

ON SALE OCTOBER

### MG 4 AWD

Dual-motor 'Triumph Edition' producing 442bhp could be our first taste of an EV mega-hatch.

# CHEERS TO CHEA

**H**appily, the world has moved on from Covid. Less happily, we walked straight from it into a supply-chain, energy-sapping recessionary hole. But wait – there are reasons to be cheerful heading into 2023, as manufacturers wake up to the fact that not everyone wants, or can afford, the latest in luxe. Budget cars are better than ever and, despite the gloom around Ford canning the Fiesta, there are new ones coming. Here are our highlights for the year ahead.

## CITROEN E-C4 X

The Citroën ë-C4 X isn't simply a fastback version of the electrified C4. By lengthening the C4 to 4200mm (an increase of 240mm over its sibling), the ë-C4 X gains a useful amount of additional rear leg room and an enlarged boot, so this is the one for families and private hire companies to aim for. The longest car built on Stellantis's CMP platform, the ë-C4 X will do 224 miles thanks to its 50kWh battery and slipperier body shape.

## ALSO COMING

ON SALE JANUARY

**MORGAN PLUS FOUR/ PLUS SIX**
Updated versions will be on sale this month with small upgrades to the interior fit and finish.

ON SALE JULY

**MUNRO MK1**
An electrified, rugged off-roader, the £59,995 Munro will be built in Scotland's sole car factory.

ON SALE MAY

**NOBLE M500**
Incoming 550bhp replacement for the M600 will have a manual gearbox linked to a 3.5-litre Ford V6 powerplant.

ON SALE JUNE

**ORA FUNKY CAT GT**
Funkier (sorry) Cat will get a bigger battery, giving the Chinese EV an increased range of 261 miles.

ON SALE NOVEMBER

**ORA NEXT CAT**
Hyundai Ioniq 6 rival will offer four-wheel drive, face-recognition technology and a 435-mile range.

ON SALE JANUARY

**POLESTAR 2 BST EDITION 270**
Rapid exec EV earns its stripes – and a track-focused chassis overhaul. Just 40 will hit the UK.

ON SALE NOVEMBER

**POLESTAR 3**
Polestar's answer to the Audi E-tron is priced from £85,500 and offers up to 379 miles of range.

AUTOCAR IMAGE
ON SALE DECEMBER

**POLESTAR 4**
Fastback SUV will be priced to sit between the 2 and 3 models. It's likely to pump out in excess of 400bhp.

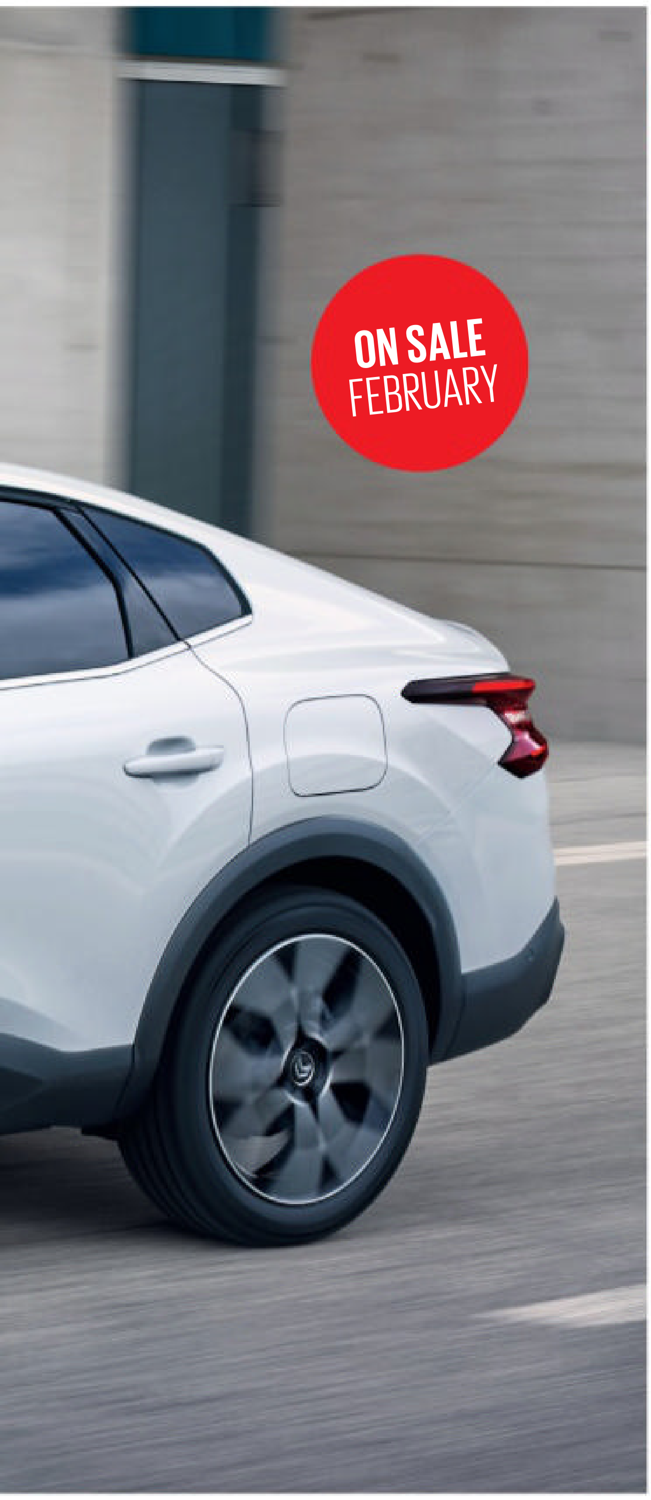
ON SALE APRIL

**PORSCHE 911 DAKAR**
Four-wheel-drive desert destroyer gets 473bhp, height-adjustable suspension and a reinforced chassis for £173k.

ON SALE JULY

**PORSCHE CAYENNE**
New front- and rear-end designs for the firm's SUV flagship, with a Turbo S likely to offer a sub-4.0sec 0-62mph.

# P AND CHEERFUL


ON SALE FEBRUARY

ON SALE APRIL

## DACIA JOGGER HYBRID

The Jogger was one of the revelations of 2022, mixing functionality, tidy handling and neat design in a sub-£20k package. The new Hybrid will offer much the same, using an electrified 1.6-litre petrol to create the cheapest hybrid MPV on the market. The tech works – it's shared with the Captur and Clio E-Techs – and with 138bhp, it will be the most powerful Jogger on sale.

ON SALE DECEMBER

## SKODA SUPERB

There's an all-new Superb on the way, but with a mix of ICE and hybridised powerplants, Skoda won't be abandoning its biggest car's trump cards: great value and a socking great boot. Running on the MQB Evo platform, it will use engines ranging from 1.5- and 1.6-litre petrols and diesels up to a PHEV with around 30-plus miles of range. Your kids and Labrador will thank you.

## REBIRTH OF SMALL

ON SALE DECEMBER

### CITROEN 'C3'

With styling heavily influenced by the Ami quadricycle and Oli concept car, the next C3 (due to be unveiled in late 2023) could be the most radical yet, giving a welcome boost to the shrinking small car market. Rapid charging functionality will be key, as it's likely to get only a 40kWh battery.

ON SALE DECEMBER

### SUZUKI SWIFT

A new Suzuki Swift is set to continue with the current car's budget pricing and mild-hybrid 1.2-litre petrol. More rounded styling will mark out the new version, with changes inside running to upgraded materials and the Sport's 7.0in touchscreen. The Swift Sport will also be updated.

ON SALE APRIL

### PEUGEOT 3008 HYBRID

Upgraded PHEV should add a dose of extra electric range to keep company car users happy.

ON SALE MARCH

### PEUGEOT E-208

Still great to look at, the updated e-208 will have more range (248 miles) thanks to a larger, 51kWh battery.

ON SALE JUNE

### PEUGEOT E-308

With up to 250 miles of range, the e-308 will also come as an estate version - a crucial USP over rivals.

ON SALE FEBRUARY

### PEUGEOT 408

SUV-cum-saloon-cum-coupé will have three electrified powertrains, and up to 222bhp. Prices start below £40,000.

ON SALE MAY

### PEUGEOT 508

A facelifted 508 is due with tweaked styling and interior, plus the possibility of more range in the plug-in hybrid.

ON SALE OCTOBER

### PORSCHE PANAMERA

All-new version is set to continue as a combustion alternative to the Taycan, with a subtle design refresh.

ON SALE NOVEMBER

### RENAULT CLIO

While the retro 5 EV dominates the front pages, this refreshed Clio will bid for supermini sales supremacy.

ON SALE DECEMBER

### RENAULT SCENIC

Striking new crossover will sit above the Mégane E-Tech Electric at the top of Renault's EV line-up.

ON SALE APRIL

### SKODA ENYAQ vRS

Straight-backed Enyaq vRS will offer the Coupé's 300-plus miles of range, but with more boot space.

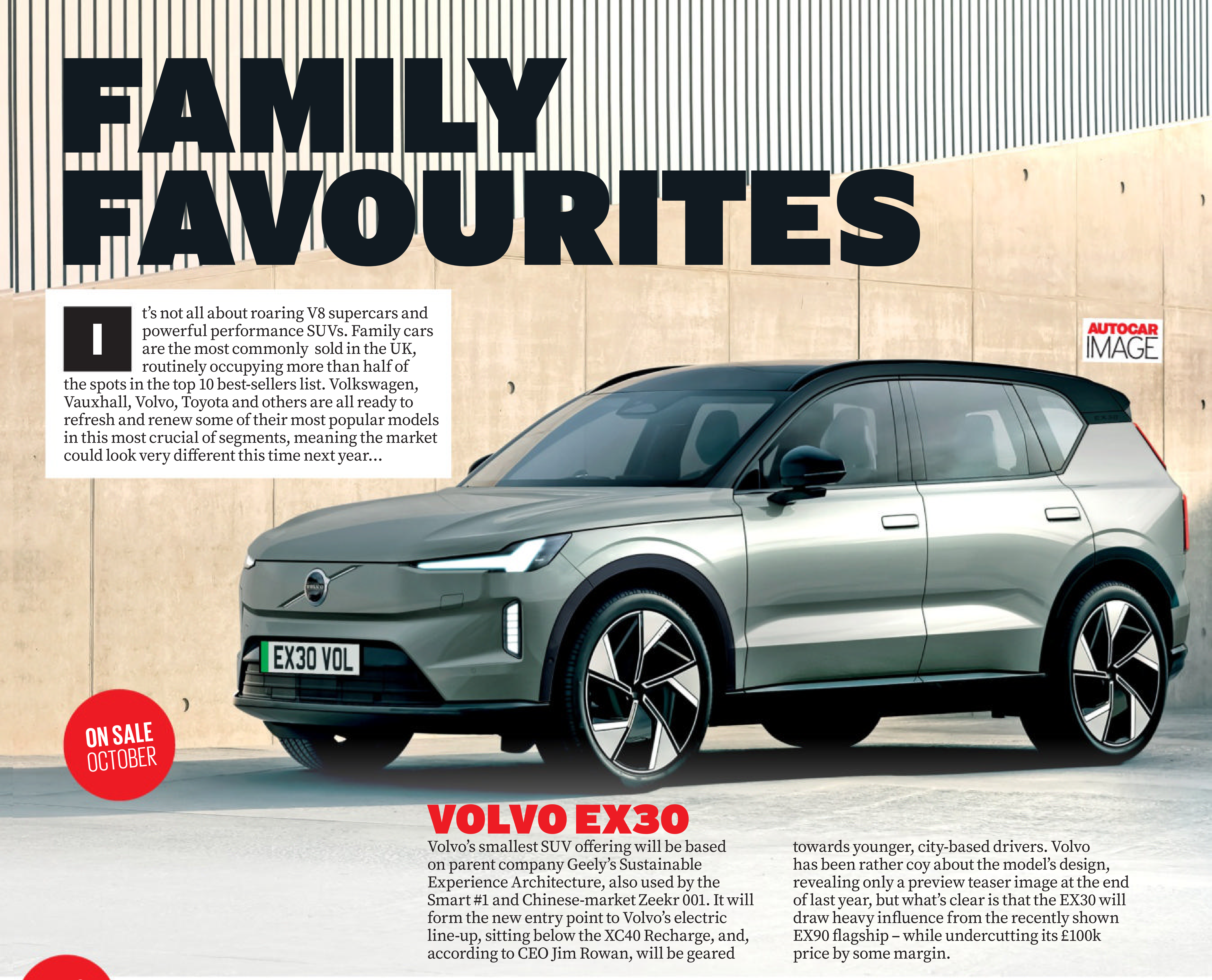
ON SALE AUGUST

### SMART #1

Agency retail model and fashionable SUV shape should make this the Smart that'll sell.

# FAMILY FAVOURITES

It's not all about roaring V8 supercars and powerful performance SUVs. Family cars are the most commonly sold in the UK, routinely occupying more than half of the spots in the top 10 best-sellers list. Volkswagen, Vauxhall, Volvo, Toyota and others are all ready to refresh and renew some of their most popular models in this most crucial of segments, meaning the market could look very different this time next year…



AUTOCAR IMAGE

ON SALE OCTOBER

## VOLVO EX30

Volvo's smallest SUV offering will be based on parent company Geely's Sustainable Experience Architecture, also used by the Smart #1 and Chinese-market Zeekr 001. It will form the new entry point to Volvo's electric line-up, sitting below the XC40 Recharge, and, according to CEO Jim Rowan, will be geared towards younger, city-based drivers. Volvo has been rather coy about the model's design, revealing only a preview teaser image at the end of last year, but what's clear is that the EX30 will draw heavy influence from the recently shown EX90 flagship – while undercutting its £100k price by some margin.

## ALSO COMING

ON SALE NOVEMBER

### SSANGYONG TORRES

Rugged new SUV is already on sale in South Korea with petrol power, but the version over here will be electric.

ON SALE NOVEMBER

### SUBARU CROSSTREK

The recently renamed XV receives a new front end and an interior overhaul to boost UK sales.

ON SALE DECEMBER

### TESLA CYBERTRUCK

Prismatic pick-up is finally due to enter production this year. Probably. Maybe. Don't hold us to it.

ON SALE NOVEMBER

### TOYOTA BZ COMPACT

Toyota's second bespoke electric car is a squat, rakish SUV to take on the Volvo C40 and Smart #1.

ON SALE NOVEMBER

### TOYOTA C-HR

The C-HR will be reinvented with plug-in power, remaining an integral part of the Toyota line-up.

ON SALE MARCH

### VAUXHALL GRANDLAND GSE

Firmer chassis and 295bhp for spicy version of PHEV crossover. An unlikely VW T-Roc R rival?

ON SALE MAY

### VAUXHALL MOKKA ELECTRIC

Battery upgrades should boost range and efficiency for Corsa-based electric crossover.

AUTOCAR IMAGE

ON SALE JULY

### VOLKSWAGEN ID 3

Upgrades to Volkswagen's pioneering EV will streamline its look and improve the infotainment system.

ON SALE OCTOBER

### VOLKSWAGEN ID AERO

Better late than never: Wolfsburg finally gives us a Tesla Model 3 rival, with 380 miles of range.

ON SALE NOVEMBER

### VOLKSWAGEN ID BUZZ

Retro-futuristic MPV is due a long-wheelbase seven-seater and a four-wheel-drive GTX option.

ON SALE DECEMBER

## VOLKSWAGEN TIGUAN

The Tiguan is set to enter its third generation after what feels like an eternity, such is the model's popularity in the UK. It received a thorough overhaul in 2020 but will now undergo a heavy redesign to bring it into line with newer stablemates. It will adopt the MQB Evo platform – used by the VW Golf, Cupra Formentor, Audi Q6 and Skoda Octavia – and, hopefully, host an infotainment interface that's easier to use on the move.

## PEUGEOT 5008 HYBRID

Peugeot's line-up goes all-electrified in 2023 with the arrival of a hybridised 5008. It probably won't feature on any budding enthusiast's bedroom posters, but this family SUV is a popular seller here in the UK and a hybrid variant will no doubt bolster its impressive sales figures further. Under the bonnet will sit a 134bhp petrol engine and a new electrified dual-clutch gearbox, paired with a 48V battery for a 15% reduction in emissions.

ON SALE JULY

## CHINA'S CHARGERS

ON SALE MAY

### AIWAYS U5

Aiways is "seeing significant interest" in the UK, and hopes to make a mark with its 250-mile Skoda Enyaq iV rival, which is already on sale in Germany.

ON SALE MARCH

### BYD ATTO 3

The Chinese car giant's first model in the UK will rival the similarly sized MG ZS EV. Power comes from a 60.5kWh battery for around 261 miles of range.

ON SALE OCTOBER

### NIO ET5

Premium EV firm Nio makes its long-awaited entry with a four-door saloon to rival the Tesla Model 3, claimed to be capable of up to 620 miles of range.

ON SALE APRIL

### TOYOTA COROLLA

Corolla is due to receive Toyota's fifth-generation hybrid system, with power and efficiency boosts.

ON SALE JUNE

### VAUXHALL ASTRA ELECTRIC

Zero-emission version of a Brit buyer's favourite brings 153bhp and 258 miles of range...

ON SALE DECEMBER

### VAUXHALL ASTRA SPORTS TOURER ELECTRIC

...plus an estate with 516 (rising to 1553) litres of cargo space.

ON SALE MARCH

### VAUXHALL ASTRA GSE

Warmed-up Astra launches the new GSe electrified performance brand with 222bhp and a stiffer chassis.

ON SALE SEPTEMBER

### VAUXHALL CORSA

One of Britain's best-selling cars will get a slick new 'Vizor' front end and EV hardware improvements.

ON SALE DECEMBER

### VOLKSWAGEN PASSAT

Revived exec drops the saloon and moves to the Czech Republic to be built with its Skoda Superb sibling.

ON SALE DECEMBER

### VOLKSWAGEN T-CROSS

Subtle styling updates, smarter interior materials and upgraded infotainment are on the cards.

ON SALE OCTOBER

### VOLKSWAGEN TOUAREG

VW flagship is due a round of updates. Expect tweaked styling and new infotainment.

ON SALE NOVEMBER

### VOLVO C40/XC40 RECHARGE

Single-motor duo gain a larger battery for over 310 miles of range and a swap to RWD.

ON SALE MAY

### VOLVO C40/XC40 TWIN

Dual-motor variants will gain 200kW charging to go with their sports car-baiting 402bhp.

# Black magic

Now here's a blast from the past: a 2.6-tonne SUV powered by Audi's 6.0-litre, 500 horsepower diesel V12. So what did **Matt Prior** make of his new daily driver?

PHOTOGRAPHY LUC LACEY

In traditional comedic terms, I think this would be known as 'a wheeze'. I'd just stepped out of several months with an enjoyable Polestar 2 electric car as my daily driver when they said: "Look here, Prior, now you should spend a couple of months with something that's absolutely not a new EV."

The "absolutely not a new EV" in question was an Audi Q7 with a 6.0-litre V12 turbodiesel engine and a fuel tank so vast that one filling station's pump would give up on it before it was full.

When we last drove a Q7 V12, we partially concluded it was "cataclysmically out of step with its time", and that time was 2012. So how about 11 years on, when someone will let down your tyres for simply having the audacity to drive any SUV, let alone a 2635kg one with a 5934cc engine? If it was out of place back then, how does it feel today?

Audi's R10 race car, which ran a diesel V12 (although not this one), won the Le Mans 24 Hours in 2006, 2007 and 2008. Helpful for marketing.

I'll find out. But first, a little back story on the car. The Q7 was Audi's successful big 4x4 of the late 2000s, and I get the impression the Volkswagen Group was experimenting to see just how upmarket it could push an SUV. I don't think it's too much of a stretch to say the relative successes of expensive Q7s and Porsche Cayennes helped persuade Bentley to launch the Bentayga.

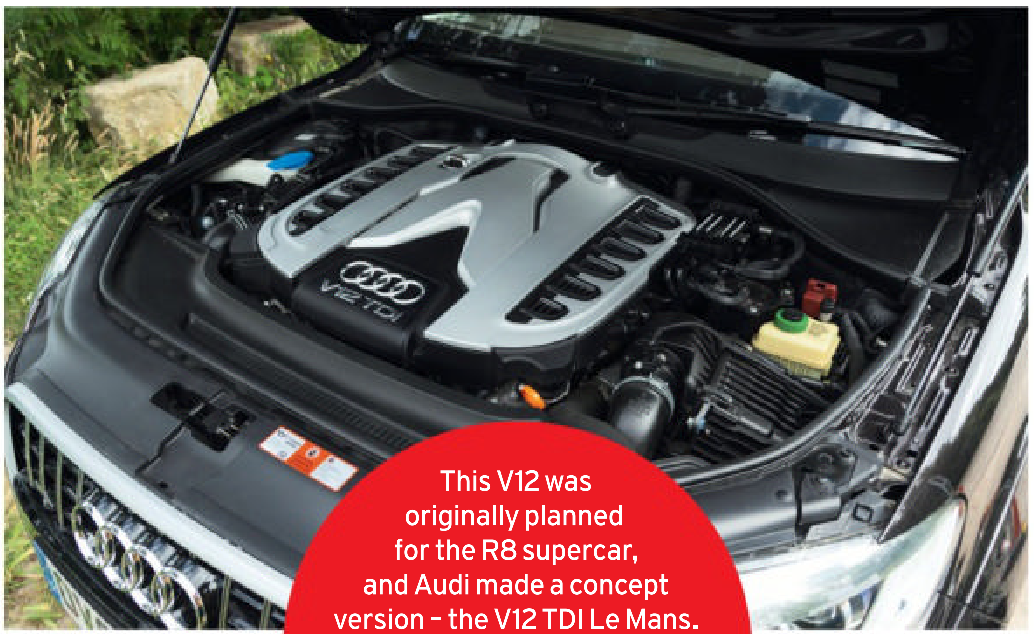
And I understand that appeal. Sit in a big, long saloon car like an Audi A8 and people will think you're having an airport transfer. 'Lifestyle' cars are more likely to be seen as someone's own car, and it's not like rich people don't have dogs or children. So in 2006 came a V12-engined Q7 concept that went on to become this production reality, said to share some of its engine technology (although reportedly no actual components) with Audi's Le Mans endurance racer of the time.

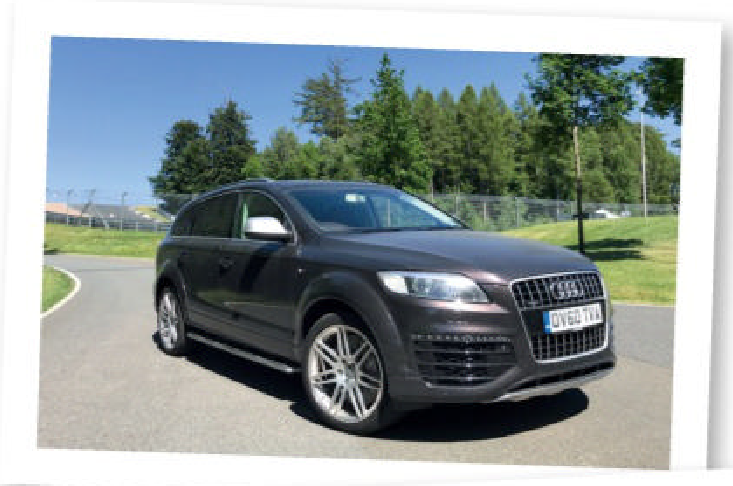
Then in 2008 came the Coastline concept, a Q7 dripped in wood and leather, meant to be reminiscent of yachts, with a pearly white finish redolent of polar extremes. Eventually, like the V12, it too got production sign-off, and this is →

It was impossible to ignore the call of the autobahn

Our Q7 also felt at home alongside some other posh diesels

Walnut bedding comes with the £44,350 Exclusive Concept pack


This V12 was originally planned for the R8 supercar, and Audi made a concept version – the V12 TDI Le Mans. We drove it and were impressed, but Audi couldn't make the sums for productionising it add up. It didn't matter, then, but doesn't it seem a pity?



This Sale
£
177.84
Litres
93.16
Pence Per Litre
190.9
GILBARCO VEEDER-ROOT
You'll need plenty of time and money to fill the 5934cc tank

← the result: a Q7 V12 TDI at £109,825, with the Exclusive Concept pack adding walnut and leather for another £44,350, making a £154,175 total.

And someone still thinks it's a proper car. "If I won the lottery, I'd buy one of these," says the delivery driver who hands me the keys. He reports that it has a tremendously strong step-off, refinement is exceptional and you can't feel it changing gear.

If anything is going to ape the smoothness of an EV but also have a vast usable range, it seems it's this or a Rolls-Royce Phantom. Or maybe a powerboat.

Hence where I first take the Q7 for pictures. Dorset, around Sandbanks and Poole, is the posh boat capital of the UK. They're built here, they live here and they sail here, so if you're looking for something shiny, draped in hardwood and cushions and with an oversized diesel, look no further. So I park up and stretch out in the sunshine on the rear deck.

The Q7 wears its years well. It's still a big car, but these days there are so many others at five metres long and two metres wide that it doesn't feel as vast or noticeable as it once did. Some of the wood inlays have shrunk a little, but it still looks spick, as perfectly pinstriped as a Richard Whiteley blazer.

And that vast engine does give it extraordinary pull. It was conceived with the kind of big, significant numbers in mind that Wolfsburg

### AUDI Q7 V12 TDI QUATTRO AUTO

| | |
|---|---|
| **Price** | £154,175 (2012) |
| **Engine** | V12, 5934cc, turbocharged, diesel |
| **Power** | 493bhp at 3750rpm |
| **Torque** | 737lb ft at 1750rpm |
| **Gearbox** | 6-spd automatic, 4WD |
| **Kerb weight** | 2635kg |
| **0-62mph** | 5.5sec |
| **Top speed** | 155mph |
| **Economy** | 25mpg |
| **$CO_2$, tax band** | 298g/km, 37% |
| **Rivals** | Porsche Cayenne Turbo, VW Touareg V10 TDI |

It's quiet and laid-back, if not undemanding

was obsessed with in the early 2000s. As the Bugatti Veyron had to exceed 1000hp and 250mph, so the Q7 V12 – the world's only production V12 diesel then and now – had to have 500hp and 1000Nm (737 of our lb ft). It can get to 62mph in 5.5sec and is limited to 155mph.

It drives all four wheels through a six-speed automatic gearbox, and while it isn't as smooth as an EV, most combustion cars won't run it close – particularly as later tech like stop-start, necessary to meet stricter emissions rules, can hinder seamless progress. So it's best not to think about its relative efficiency. In my hands, it returned a bit over or under 25mpg, depending on how cautiously I drove it.

Mostly, given that it arrived at a time when a 100-litre tank of diesel could cost more than £200, that was sedately. The Q7 is pleasing like this, but it takes more effort than I expected. The hydraulically assisted steering is heavy and the ride has a woodenness to it. Still, it's laid-back, with a great driving position, and noise levels are low – including from the engine, which you wouldn't know is a 6.0-litre V12.

Then an offer to drive some Alpinas in Germany came, not necessarily for the last time but certainly with an end-of-era feel to things, because the family that owns the company has sold out to BMW. And if you don't take the chance to drive a Q7 over there for that kind of job, well, you will be missing out on what it does best.

We bitch often enough about how poor UK road surfacing is. Germans will complain about theirs too, but autobahns are good. The best bits are straight and smooth and what feels wooden and heavy in the UK turns out to feel solid and incredibly stable at speed.

And such speed. Once you wind up that V12, you can keep winding it and winding it. All the while you feed it throttle, it will feed you revs and gears. All the way to the 155mph limiter, past 160mph, past 165mph, past 170mph and still pulling strongly when, oh, hello, now I know why they put carbon-ceramic discs on this thing as standard.

Let's assume the speedometer over-reads. They usually do. But headily into the indicated 170mph region has to be more than 155mph, and it was originally reported that, left to its own devices, the V12 TDI would hit 176mph. At the rate it was still pulling, I believe that.

Here, finally, the Q7 makes sense. As a way to drive from Munich to Frankfurt, dropping the throttle and feeling the burn every time slotted road signs appear, while retaining enough practicality to pull a trailer and fetch the dogs around at the weekend, the Q7 is still, even today, up with the best that Audi RS, BMW M or Mercedes-AMG has to offer.

There was a second half to that 2012 sentence of ours about the Q7. The full description was that "it's so cataclysmically out of step with its time that it exudes a roguish charm quite unlike anything else on the road". That was true then. It's truer today. A cult classic in the making. A

> “It's still pulling strong when, oh, hello, now I know why carbon-ceramic discs were standard”

## FANCY BUYING YOUR OWN?

To say the Audi Q7 V12 TDI had limited appeal in the UK would be to overstate its success at the time. It's said that over four years only 50 found homes here - which is probably no surprise, given not just the cost but also that if you wanted a fast SUV, Porsche sold a brilliant quick Cayenne, while a V10 diesel Volkswagen Touareg was the understated powerful 4x4 choice in a market segment not known for huge sales figures.

Today, while howmanyleft.co.uk can't guarantee absolute accuracy (if it doesn't say 'Q7 V12 TDI Quattro Auto' on the V5, it won't show up on the database), there are at least 28 of them still around - a couple imported and registered later than the official off-sale date and at least six notified as off-road.

As I write, there's only one for sale in the classifieds: a left-hooker with 125,000 miles on it for £40,000, though that's double what one was going for with similar mileage four years ago.

So the V12 TDI's earlier catastrophic depreciation might not have just passed - it could be becoming a future classic. I can see why.

# YOUR VIEWS

**WRITE TO**
autocar@haymarket.com

### A non-starter

I read with interest – disquiet, actually – your article on the Euro 7 regulations (News, 30 November 2022). If a small heater and blower system will be required to heat an e-catalyst core prior to starting your ICE car for up to 30 seconds, where will the power come from: the existing battery or a supplementary one? If the existing one is used, it may then struggle to start the actual engine, especially if it's diesel on a cold morning. If a supplementary one is used, that's yet more weight and complexity. Time to grab a 'simple' car while we still can!

**Stephen Mead**
Holmer Green, Buckinghamshire

### Pressure point

I feel compelled to share this story. Mercedes-Benz is basically saying that my 11-year-old car with a full Mercedes service history is obsolete and should be scrapped.

The problem is the seat pressure pad sensor that determines whether the airbag activates is giving an error message on the dash about the airbag, which would result in an MOT fail. Mercedes has stopped making the pad, and because a main dealer will only fit genuine parts, it's unable to fix my car. The dealer has no alternative suggestion other than to try eBay for a second-hand seat – which it then won't fit.

It's pretty outrageous that Mercedes has essentially decided that my car is obsolete by failing to continue to provide critical spares. In this day and age, when we need to conserve our planet's resources, it should be obliged to keep cars on the road as long as possible, not to scrap what is otherwise a perfectly good car over one small, £150 part.

I obviously will find a solution through a local independent, but a manufacturer refusing to fix what's not an old car is to me unacceptable.

When it is eventually unfixable, I'm not certain that its replacement will have a star on its bonnet.

**Simon Venables**
Via email

ID Buzz sightings are taunting Rich

GETTY IMAGES

## LETTER OF THE WEEK

## Why we need Euro 7

"Do we really want Euro 7 emissions regulations?" asked Rachel Burgess (Comment, 30 November 2022).

Yes, we need it! First, we need to understand that Euro 7 only addresses NOx and particulates; $CO_2$ is a separate issue. In Europe, it's estimated that chronic exposure to NOx and particulate air pollution from road traffic caused more than 70,000 premature deaths in 2018. The new regs are due to come in effect in 2025 for cars and LCVs, and between 2025 and 2035 some 10 million new ICE and PHEV cars will be sold in the UK alone, so the reduction in harmful emissions will potentially save thousands of lives. Therefore the investment in meeting Euro 7 will be money well spent.

Euro 7 also addresses brake and tyre emissions, including from EVs.

The application to HGVs from 2027 is also needed, because battery electrification isn't a practical solution for these; alternative fuels including hydrogen will be needed.

The answer for road transport for the future is that there isn't just one answer. The UK government's focus on tailpipe emissions only is flawed, and BEVs aren't the only solution. In our march to net zero by 2050, we should be putting more investment into the carbon-neutral alternative fuels that are currently being researched. These could be used in the fleet of ICE vehicles that have already been produced and utilise existing infrastructure, rather than everyone needing a new BEV, charging infrastructure and the emissions associated with that.

**Chris Hiett**
Via email

**WIN**
**Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48**

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### Buzz off

I'd like to tell you about the lengthy wait that Volkswagen is pushing out to those of us who pre-ordered the ID Buzz. I pre-pre-ordered it on 31 May, then confirmed my pre-order and spec on 12 July. I thought: 'I might not be first, but I must be up there.' On 2 December, I received an email telling me that not only must I wait till September 2023 for my ID Buzz to maybe be built but also, to rub my nose in it, that it's okay because I will see other people driving their ID Buzzes in the next few of weeks. Absolute joke.

**Rich Manship**
Via email

Safer on the Solent than in Sierra Leone

### Get back on track

Reading Felix Page's article on the future Land Rover line-up (News, 23 November 2022), I wasn't surprised to learn Land Rover is now selling so few cars across some of its range.

I am on my fourth Land Rover and, being in the equestrian community, know other owners. It's clear my frustrations are increasingly shared by those who go back time and again, who I see increasingly switching to other brands. Aspects such as wheels for which better off-road tyres aren't available and being forced to have R-Dynamic bodykits don't appeal to many customers.

The news that there won't be a diesel in the Discovery 6 is a further blow to many who need to tow. I recognise the need to move away from diesel and petrol and would happily have a PHEV for towing, but Land Rover doesn't seem able to produce the necessary performance. The Discovery Sport PHEV can tow only 1600kg (compared with 2250kg for the Volvo XC60 PHEV), which isn't really enough for a horsebox, and the Range Rover PHEV only 2500kg (compared with the Porsche Cayenne PHEV's 3500kg).

Land Rover may argue that many of its changes have led to its success in recent years. I would argue that it sold just 16,971 Discoverys last year, most of which were probably diesel.

**Richard Connelly**
Via email

*Note that Disco production was held back by the industry-wide chip crisis and other supply-chain issues – KC*

DISCOVERY
LR26 SJY
Country folk won't want Discovery 6, predicts Richard

### Horrorcraft

Your Griffon Hoverwork 12000TD 'road test' (7/14 December 2022) vividly took me back in time to when I was a passenger on a similar craft.

It was June 2008 and I was on a business trip to Sierra Leone. I arrived after dark and it was rainy season. The transfer options from Lungi airport across the estuary to Freetown weren't great: a battered ferry, a danger-filled car journey of six hours or a 30-minute hovercraft crossing. A much quicker helicopter service had been terminated the year before after a venerable Mil Mi-8 exploded, killing all 22 aboard.

I had already experienced high drama on the outbound flight, when our captain had had to negotiate an electrical storm below us.

The bus ride from the bedlam of the airport through the mud and the rain eventually deposited us at a shack, whereupon we were checked aboard the hovercraft. It had seen far better days, its rubber skirt resembling a patchwork quilt.

The night was black as pitch, the seating area was sauna-hot, no life jackets were to be seen, there were no navigation lights in the estuary and the waters were a tad choppy. A white-knuckle ride like no other.

Sitting by the wheelhouse ladder, I could hear the skipper barking expletive-laden orders on the radio. His voice was English and not local. A crew member told me this craft used to shuttle across the Solent, and after it was decommissioned it was sold to a local operator and the skipper came with it.

At Freetown, he appeared at the foot of the ladder: Captain Birdseye in the flesh. I could've hugged him.

It was only the next morning it dawned on me that I'd need to make a return journey under the same perilous conditions 48 hours later…

I've just read that the service is now long gone, with images online showing a hovercraft abandoned in Freetown a few years ago. I do wonder what became of her skipper.

Incidentally, the return flight to Heathrow was – and still is – the only flight I had taken with a hand-written boarding pass.

I've yet to return, 14 years on from that memorable trip.

**Nigel Page**
Breedon on the Hill, Leicestershire

AUTOCAR
IMAGE

GREAT REASONS TO BUY

## NEXT WEEK'S ISSUE

ON SALE 11 JANUARY

TWIN TEST

### Mercedes-AMG SL vs Porsche 911

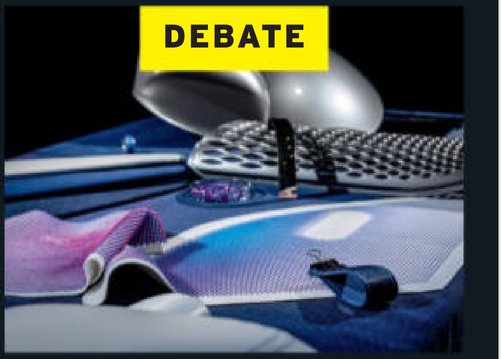
Can the latest sports car from Mercedes hold its own against Porsche's indomitable class leader?

INTERVIEW

### Rimac looks ahead

We speak to Mate Rimac about the next steps for the EV trailblazer

DEBATE



### Taking a hiding

Is the sustainability agenda turning the tide against leather interiors? We discuss

EVERY WEEK

ROAD TEST

### Citroën Ami

Quirky French quadricycle goes under our road testers' watchful eye

FIRST DRIVE

### Hyundai Ioniq 6

Latest EV from Korea will take on the formidable Tesla Model 3

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AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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72 ROD. . . . . . . £4,500
T22 RPB. . . . . . . . £400
I965 RR . . . . . . £18,000
RR20 RRR . . . . £2,800
G9 RSR . . . . . . £1,300
33 RWJ. . . . . . . £6,500
500 RXR. . . . . . £3,800

**S**
MII SBB . . . . . . . £700
SBJ I56. . . . . . . £3,400
SC55 LET. . . . . £5,500
SCARLET. . . . . . . . . .
SC20 LND . . . . £1,200
SCOTLAND . . . . . . . .
T8 SCS. . . . . . . £1,500
3500 SE . . . . . £11,000
I3 SLK . . . . . . . £5,500
SMJ 6. . . . . . . £15,000
50 UND. . . . . £100,000
SOUND. . . . . . . . . . . .
V6 SOP. . . . . . . £2,500
SOP 853. . . . . . £3,200
SPD 346. . . . . . £3,500
I5 STK . . . . . . . £3,500
S2 SXA. . . . . . . . . £750
X20 SXY. . . . . . . . £750

**T**
TAR 4IS . . . . . £12,000
TED IB . . . . . . £12,000
TKJ 46 . . . . . . . £3,500
888TM . . . . . . £10,800
TRI3 MPH. . . . . £7,500
TRIUMPH. . . . . . . . . .
2 TSF . . . . . . . . £7,500
TSY 397 . . . . . . £1,300
TUB 8Y. . . . . . £16,000

**U**
XI0 UUU . . . . . . . . £700
X20 UUU . . . . . . . £700

**V**
VFW 2. . . . . . . . £7,800
P2I VGB . . . . . . £1,200
VIA 92. . . . . . . . £5,000
VOL IE . . . . . . . £4,500
935 VPD . . . . . . £1,500
G6 VTN. . . . . . . . . £500
VVC 2. . . . . . . £10,000

**W**
925 W . . . . . . . £10,500
900 WH. . . . . . . £7,500
WHII NGE. . . . . £4,500
HRII WLM. . . . . £9,800
400 WM . . . . . . £7,500
WON 2G . . . . . . £4,000
I6 WR . . . . . . . £15,000
II0 WR. . . . . . . . £7,500
S88 WRC . . . . . £1,300
WSV 441 . . . . . . . £950
CI0 WTS. . . . . . £1,500
WWK 92. . . . . . £5,600
I0 WWW . . . . . £15,000

**X**
X 28 . . . . . . . . £55,000
34 X . . . . . . . . £40,500
I000 X. . . . . . . £35,000
I XBC . . . . . . . £25,000
I XD. . . . . . . . . £95,000
II XGH. . . . . . . . £8,500
I00 XS. . . . . . . . £7,500
I XXG . . . . . . . £25,000
XOO I . . . . . . . £32,000
XXX IG . . . . . . £10,800
XXX IP . . . . . . . £9,800
XXI9 XXX . . . . . £4,000

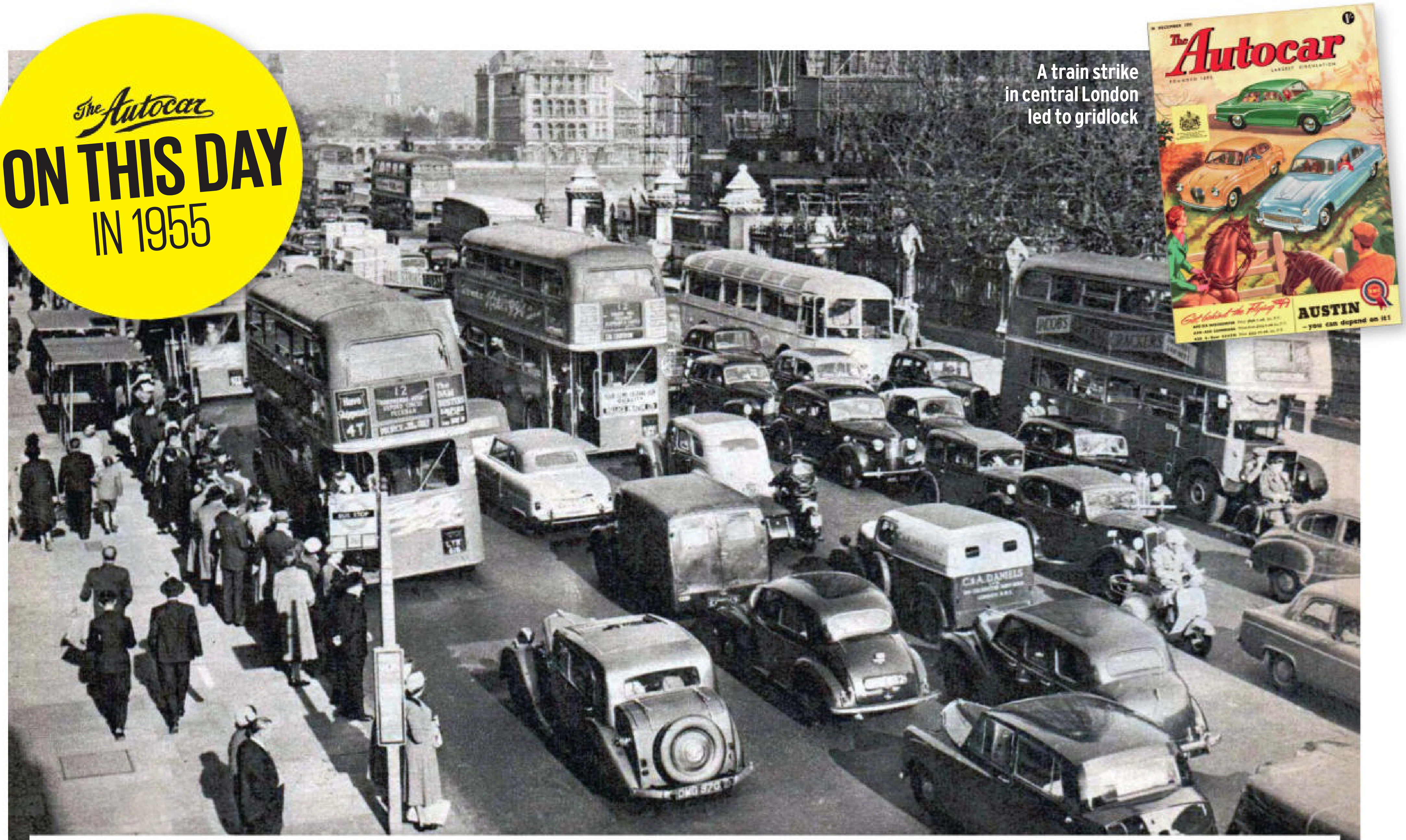
**Y**
YAP 46I. . . . . . . £1,800
2 YML. . . . . . . . £5,500
YRV I . . . . . . . £15,500
308 YTB . . . . . . £2,000
XI0 YYY . . . . . . . . £750

**REDUCED REGMARKS**
ANN 7S . . . £8,000
II0 BH . . . . . £5,900
650 GH . . . . . SOLD
880 GM. . . . . SOLD
550 LH . . . . £5,800
I02 SG . . . . £8,000
I02 SH. . . . . £9,800

The Autocar

ON THIS DAY

IN 1955


A train strike in central London led to gridlock

# Looking back on our diamond year

OUR DIAMOND ANNIVERSARY year had been a notable one, we summarised in our end of 1955 retrospective, with exciting new models arriving, car ownership rising in line with Brits' standard of living, industry advances and drama in motorsport (see below).

MG's new A-type, in a prettier dress than any prior MG roadster, looked undeniably set to succeed, and it was joined at the British motor show by our car of the year, Jaguar's splendid new 2.4 saloon.

From abroad came the unusual rear-engined Fiat 600, too, but the history maker was the Citroën DS19, "advanced in its technical, styling and safety features".

Industry news included a £65m expansion of Ford's Dagenham factory, while Vauxhall splurged £36m so as to double its output.

Gas turbines continued to look a promising avenue, especially as General Motors readied a second Firebird concept car for 1956.

On the legal side, parking lights were made no longer mandatory, although drivers were asked to be wise during the frequent smogs, and purchase tax was raised from 50% to 60% right before the motor show, much to vendors' chagrin.

In a credit squeeze, prices also rose for tyres, fuel and insurance.

New car registrations grew by 13% over 1954, hitting 3.5 million, although sadly road casualties were up as well, at around 30,000.

Road congestion was a growing issue, too, compounded by train strikes. Some things don't change. **KRIS CULMER**

## Catastrophes cast dark clouds over rosy British prospects

Motorsport had a tough time in 1955, as two disasters befell sports car racing.

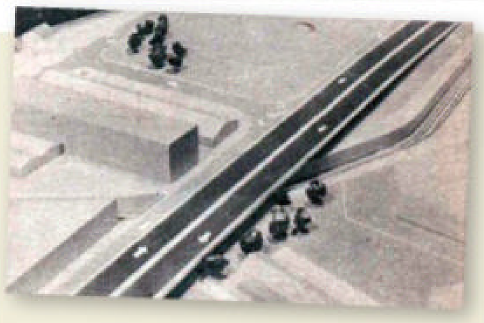
At the Le Mans 24 Hours, 83 fans were killed and 180 more injured when a Mercedes-Benz 300 SLR was launched into the grandstand. Still the most catastrophic incident in motorsport history, it led to the leading German firm immediately withdrawing from motorsport, not returning for another 35 years. Then just three months later, at the incredibly tight and fast (read dangerous) Dundrod street circuit in Ireland, three drivers crashed fatally. Incomprehensibly in retrospect, both races were allowed to continue up to the scheduled finish.

We did find the faintest of silver linings, with Mercedes' withdrawal leaving the British cars of Jaguar and Vanwall to dominate the endurance racing scene.

The UK already had arguably the best driver corps, having won Le Mans, Dundrod, the Targa Florio, the Mille Miglia and the Goodwood 9 Hours.

Mercedes quitting would also benefit grand prix racing, because it had tediously won the Formula 1 title. Only a surprise win for Ferrari in Monaco broke the hegemony, the Argentine Juan Manuel Fangio becoming a three-time champion.

And to our liking, rallying grew in popularity and therefore attracted more manufacturer investment.



## Urban motorways wanted

As traffic got so bad that the national papers started writing about it, The British Road Federation "showed what should be done, with its model of an urban motorway". Manchester had proposed ring roads as early as 1945 and opened the M60 in 1960; while from 1957 to 1971, Birmingham ripped itself up to make space for the Queensway. London was to copy it but halted after the Westway. Why? Well, in addition to actually inducing more traffic, not reducing it, urban motorways restrict open spaces, growth and local economy and make cities dirtier, noisier, uglier, more crowded and harder to navigate...

## Our first Escort experience

Seeing small estate cars growing in popularity, Ford of Britain decided to enter the market, using the Anglia and Prefect saloons as bases for the new Escort and Squire. They used the same body and Ford's proven 1172cc side-valve engine, making 36bhp, the difference just £41 worth of 'luxury' on the Squire (that's £852 today). Our road testers concluded: "Both models are smart, economical maids of work, pleasant to drive and to look at, and are offered at an initial cost that is relatively low when one considers their versatility."

# OUR CARS

FEATURED THIS WEEK

ALPINE A110

BMW iX

CUPRA BORN

DACIA JOGGER

KIA SPORTAGE

PEUGEOT 308

SKODA FABIA

KM22 DYU
KM22 DYU

> “It’s one of the best-looking estates and certainly far more attractive than SUVs”

# PEUGEOT 308 SW

In with the new year comes a new long-term test car: an estate – remember those?

**FIRST REPORT**

**WHY WE’RE RUNNING IT**
To see if an electrified estate has a place in a world of crossover competitors

Such is the ever-growing number of SUVs on UK roads that an estate is no longer a conventional choice. But given all of the inherent qualities of an estate, it’s hard to see why this should be.

Estates are sleek, spacious and hugely practical, and they usually offer vastly better driving dynamics than their crossover or SUV counterparts. Which are just some of the reasons why I’m excited about the next few months with the Autocar fleet’s latest addition, a new Peugeot 308 SW.

Based on the third-generation 308 family hatchback, which was launched last May, the 308 SW (for station wagon) measures 4635mm long and 1475mm tall. That’s 270mm longer and 10mm taller than the hatchback but it has the same line-up of powertrain choices: petrol, diesel and plug-in hybrid.

Our car pairs a 147bhp 1.6-litre four-cylinder turbo petrol engine with a 108bhp electric motor and a 12.4kWh battery. Maximum power stands at 177bhp when using the engine and motor in tandem, which enables a punchy 0-62mph time of 7.7sec, and the top speed is 139mph.

Its electric-only range is officially 37 miles (more on that later) while fuel consumption is rated at between 213.7mpg and 281.1mpg.

The charging port is located just above the left rear wheel, a mirror image of the petrol filler. Charging takes about three and a half hours if you have a 7.4kW home wallbox or nearly double that time if you use a domestic three-pin socket.

So far, the 308 hasn’t achieved anywhere near that official 37-mile figure when in EV mode. After a full night’s charge, I’m getting only around 18 miles out of the battery, which seems rather poor.

Our car comes in Allure Premium trim, which sits just below the range-topping GT, and it’s clear to see that Peugeot is aiming to position the 308 SW against some of the segment’s higher-end products.

It’s priced from £35,650 with our PHEV engine choice – around £3000 more than the Volkswagen Golf Estate 1.5 eTSI (a mild hybrid) in R-Line trim but £3000 below the considerably larger Skoda Superb Estate 1.4 TSI iV (also a PHEV) in Sportline Plus guise.

There’s plenty of kit as standard, including LED headlights, keyless

**SECOND OPINION**

The 308 makes a funny sort of estate. Its stretched wheelbase promises more rear space but not enough to make this a selling point over rivals, while boot space is usefully large but not class-leading. To me, it’s a bit like the old Alfa Romeo 156 Sportwagon: the prettiest version of a pretty car. **MS**

Not the biggest but enough for a game

There's more driver appeal here than you might think

start, front and rear parking sensors and a reversing camera. A notable omission for me given the time of year, though, is seat heating, which is available on GT trim only.

The cabin is a nice place to sit, if slightly tight for someone of my height (6ft 1in). The squared-off steering wheel is a bit different, but I think I like it, and it's really good to have some buttons again after the touchpads of my previous long-termer, a Volkswagen ID 4 GTX.

However, I'm encountering one problem that's well documented in reviews of the 308: the steering wheel cuts off the bottom of the digital dial display. I can't lower the wheel any further because it then comes into contact with my legs.

For me, the main attraction of this quirky i-Cockpit layout is the pairing of that digital dial display with a 10.0in infotainment touchscreen. I'm told it's a 'love it or hate it' sort of system, so it will be interesting to see how I cope given my patience tends to wear thin relatively quickly.

Wireless Apple CarPlay and Android Auto are also included, or you can make use of the in-built sat-nav. Among my favourite parts of the interior are the i-Toggles, which are a prime example of touchpads done right. They're big, responsive and customisable and have so far proved really handy.

Elsewhere, the Drive Assist Pack (usually optional but standard on pricier trims) bolsters safety with adaptive cruise control, lane keeping assistance, blindspot monitoring and automatic emergency braking.

Like its hatchback sibling, this estate certainly looks the part, continuing Peugeot's run of eye-catching and stylish designs, plus it has been given a differentiated look at the rear, with a redesigned bumper and a larger windscreen. All in all, it's one of the best-looking estates and certainly far more attractive than most of the cookie-cutter SUVs and crossovers many Brits are clamouring for. And the optional Elixir Red pearlescent paint is the icing on the cake.

With a stretched body shape comes improved practicality, and indeed the 308's boot space is enhanced to 548 litres here (or to 608 litres in non-PHEV models), increasing to 1574 litres if you fold down the 40/20/40-split rear seats.

It's not quite as capacious as the estate versions of the Volkswagen Golf (611 litres) or the Ford Focus (575 litres), but it's still a decent increase over the 412 litres provided by the 308 hatchback – and was more than enough space for our annual family Christmas getaway. On that note, thanks Santa for this generous gift. I'm really looking forward to the next few months.

**JACK WARRICK**

**TEST DATA**

**PEUGEOT 308 SW HYBRID 180 ALLURE PREMIUM**

**Price new** £35,650 **Price as tested** £36,345
**Options** Elixir Red pearlescent paint £695
**Faults** None **Expenses** None
**Economy** 213.7-281.1mpg (WLTP)

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# BMW iX

## Now our iX is finally fixed, we're going to keep a watchful eye on it. Here's how

**MILEAGE** 6521

**WHY WE'RE RUNNING IT**
Can BMW's second dedicated electric car live up to its range-topping billing?

The iX xDrive50 is at last back with us. You will recall that no sooner was the alarm fixed than the driver's display went dark. It turns out there was a fault in the lighting circuit that caused a failure in the screen. There was a bit of a delay in getting the part, but it's now sorted.

It's good to have it back. The iX M60 we ran in its place was similar in many ways, but overall I prefer the xDrive50. The steering isn't as quick, the ride isn't as firm and the extra power isn't missed; the more relaxed tune (while it's still plenty quick enough) better suits the iX's character. This car majors on quiet, easy, relaxed progress and is at its best when geared up solely for this.

The iX also has a few features that make it an easy and relaxed car to live with even when I'm not behind the wheel, controlled via the My BMW phone app. Apps to run features of a car externally are nothing new, yet the iX introduces something I've not seen before. The Remote Cameras function lets me get live snapshots inside and out of where my car is parked. For the outside, it merges an image from all the various cameras used by the driver aids to create a 3D image of the car in its surroundings. I can then scroll a full 360deg around the car to check if it's as I've left it or if anyone has parked too close. I've used this several times already.

For the inside, a rear-facing camera near the rear-view mirror takes a single shot of the cabin. This is a bit less useful day to day, but not when merged with the Remote Theft Recorder. When the alarm goes off, it alerts me via the app and photographs the inside of the car.

When the alarm first went off, I used this to check if there had been a break-in. Upon seeing no activity inside, I knew it must have been a fault, but if the worst had happened, it would have been very useful.

The app is also handy for plenty of other features. Now the weather has turned cold, I regularly use the remote heating function to defrost the iX. Not that I'm forgetful, but the ability to see the car's exact location on a map is also handy. The same goes for being able to check that all the windows are up and the doors are locked, and the ability to keep track of your charges (how long, how much, at what speed etc).

Far from being gimmicky, the My BMW app really enhances the iX ownership experience.

**MARK TISSHAW**

**LOVE IT**

**COLOUR AND TRIM**
I'm seeing more iXs around but none as nicely specced as ours.

**LOATHE IT**

**EFFICIENCY**
Not unexpectedly, our mpkWh is taking a hit in the winter weather. Yet the range still stays above 300 miles, so it's only a minor grumble.

**TEST DATA**

**BMW iX xDRIVE50 M SPORT**

**Price** £99,965 **Price as tested** £116,965
**Faults** Corroded alarm sensor, driver display crashed **Expenses** None **Range** 316 miles
**Economy** 3.0mpkWh **Last seen** 30.11.22

**OWN ONE? SHARE YOUR EXPERIENCE**
mark.tisshaw@haymarket.com

Less sporting tune is better suited to iX's relaxed ethos

Blyton Park
GINETTA
Blyton Park
LA22 RRO

# KIA SPORTAGE

## Long drive up to Blyton Park and back reveals more about hybrid SUV's character

**MILEAGE** 2301

**WHY WE'RE RUNNING IT**

Does Kia still hold its own among the throng of affordable crossovers?

When I arrived at Blyton Park (near Scunthorpe) early on a Wednesday morning in the pouring rain, with my hands numb from the cold, having stopped to take some of the very average pictures you see on this page, I was wondering whether it was worth the hassle. But as the day brightened and the north proved it could be sunny (in November no less), things started to look up as I learned some skills on the track.

I did ponder taking the Sportage on the circuit – had a Sportage ever been taken on a circuit except to be tested in development? – but instead drove a far more suitable car, the brilliant Mazda MX-5. I sat alongside driving coach Mark Hales (formerly a motoring journalist), who taught me plenty about racing lines and the rest, even if I was repeatedly overtaken by Mini racers and, most notable of all, a Revolution race car.

**LOVE IT**

**GREAT CRUISER**

The Sportage is a truly comfortable steer over hundreds of miles.

**LOATHE IT**

**DISTRACTION DANGER**

I have to reach to control anything on the touchscreen.

Kia Sportage, Mazda MX-5, Revolution 500SC: what's your ideal two-car garage?

I've always loved the MX-5, and nothing changes there, but nonetheless, after a tiring day on track, I was happy to get back into my trusty Sportage, and that was after a four-hour drive up from our Twickenham office the day before.

There's little in common between the MX-5 and Sportage, other than that each car serves its respective purpose very well. I would rather drive the MX-5 on track or on a Sunday morning in the country, while I would rather drive the Sportage on a motorway journey and for everyday practical use.

Kia's brand cachet is significantly better than it once was (I would happily own one), but alongside the racers and accompanying parties, the Sportage didn't feel peak cool. Racers aside, the car park was made up of an interesting selection of vehicles: a Range Rover Sport SVR (with personalised plates...), a Volkswagen Scirocco and, best of all, a BMW 3 Series Touring.

All in all, I spent the better part of eight hours driving the Sportage over a 24-hour period, largely on motorways but also on plenty of unknown A- and B-roads as I delved deeper into rural Lincolnshire.

The Sportage proved an excellent companion throughout. The first stint was the classic M25 and M1 route north, and as I cruised at around 70mph, I observed that the car was regularly veering into EV mode – perhaps something the average person wouldn't expect of a hybrid on the motorway.

Still, it didn't bump up the average fuel economy a dramatic amount after the 450-mile round trip, consumption rising from around 39mpg to 44mpg.

Getting up to higher speeds regularly, as was necessary on this trip, does make you notice the mild gruffness caused by some disconnect between the gears and the engine, but it's far from vexatious.

I've mentioned my struggles with switching between Apple CarPlay and the radio before, although it's important to say that this is an issue on many unaffiliated vehicles. In this case, sometimes the radio stays on when I plug in my phone to use Apple CarPlay (for Google Maps); but when it doesn't, I need to go back to the Apple CarPlay home screen, press on the Kia symbol, scroll across to the next screen to find the radio icon and press said icon, at which point the radio starts playing again, and then I have to press the home logo, the Apple CarPlay logo and the Google Maps logo to get back to where I started...

To do all that is a bit of a reach for my arms, which doesn't feel particularly safe when I'm on the move. Stating the obvious, the more you drive, the more you experience this stuff, so I had to do this a handful of times on my return trip to Scunthorpe.

Nonetheless, my lasting impressions from the mammoth journey are positive. I would happily do it all again in a Sportage.

**RACHEL BURGESS**

**TEST DATA**

**KIA SPORTAGE HEV GT-LINE S AWD**

**Price** £41,800 **Price as tested** £41,800
**Faults** None **Expenses** None
**Economy** 44.1mpg **Last seen** 23.11.22

**OWN ONE? SHARE YOUR EXPERIENCE**
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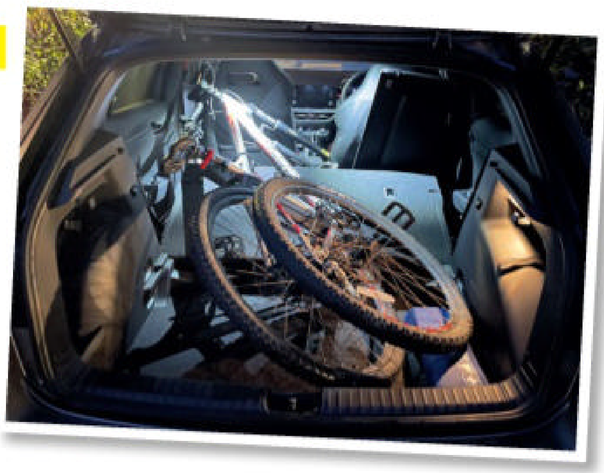
# SKODA FABIA

## You have to appreciate good things while they last

**MILEAGE** 3898

**WHY WE'RE RUNNING IT**
To discover whether you can still get a great all-rounder for less than £25k



We doubt you could do this with old Fabia

Looking back over what I've written so far about our Skoda Fabia 1.5 TSI Monte Carlo, or Vom for short, I feel a bit of regret that I've let my natural tendency to focus on negatives take over a bit too often.

I'm duty bound to report faults, namely the windscreen wipers glitching and freezing amid heavy rain one day and (less importantly) a glossy piece of dashboard trim creating irritating reflections, and still I stand by my assessment that the Ford Fiesta 1.0 Ecoboost ST-Line would be a much more suitable (not to mention cheaper) choice for anybody seeking a warm supermini for driving thrills. However, there are a number of positives to my Czech mate that I have yet to discuss, and as our time together draws to a close, it's probably about time I got on with it. So here goes.

I wonder whether my fondness for this Fabia has been heightened by recent developments covered in Autocar's news pages. To be real with you, I'm feeling disillusioned about the short-term future of the car industry at the moment. Ford is killing the Fiesta this year and Volkswagen is probably going to kill the Polo, too, and if there's no Polo, there surely won't be a Fabia or a Seat Ibiza either. If Seat even exists, that is, what with the Cupra division now getting all the executives' attention because it's more 'desirable', by which naturally they mean 'less affordable' and therefore 'easier to make profitable'.

Of course, the blame for taking the likes of the Fabia away from us rests ultimately with European emissions legislators rather than the car manufacturers themselves. But, either way, the result is that the cleanest combustion-engined cars are being taken off sale while heavy, inefficient ones continue to proliferate – surely the opposite of what the world should be striving to achieve. Bravo!

I say they're the cleanest ICE cars because they're the lightest and smallest. My Fabia is a pretty good example of this despite being the supposedly sporty variant, its MPG returns often hitting the high 40s and on one occasion even troubling 60. Its overall average is 39, but that's not really representative, because I practically live on the motorway – far from a supermini's natural habitat.

Another plus point that I haven't yet focused on is the comfortable ride, because I was dedicating more column inches to the disappointingly inert chassis and steering. It's nicely controlled, especially for such a small car, never making my long commute tiresome, as some superminis have in the past.

And then there's the space inside. I remember attending a Wolfsburg launch of the Polo in 2017 and the engineers proudly waxing lyrical about how much extra space there was inside (these the days before everything being 'emotional'), thanks to the new MQB platform, and this is belatedly now also true of the Fabia. Four adults can travel in comfort (more than in a Fiesta, I reckon) and I even managed to get my big mountain bike in the boot, albeit only after pushing the front passenger seat right up against the dashboard.

Frugal, affordable and enjoyable to drive purely by dint of its compactness and lightness… So many people will really miss cars like this once they've all been legislated out of feasibility.

**KRIS CULMER**

**LOVE IT**

**SIMPLE LIFE**
Trying our Mazda CX-60 recently only enhanced the impression that I already had of the Fabia: its size and simplicity are its strong suits.

**LOATHE IT**

**SOD'S LAW**
The one time I've run a car without cruise control has coincided with me pulling my right hamstring. My 90-minute commute ends in agony.

**TEST DATA**

**SKODA FABIA 1.5 TSI MONTE CARLO DSG**
**Price** £23,925 **Price as tested** £23,925
**Faults** Wipers failed once **Expenses** None
**Economy** 39.4mpg **Last seen** 21/28.12.22

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kris.culmer@haymarket.com

### Cupra Born

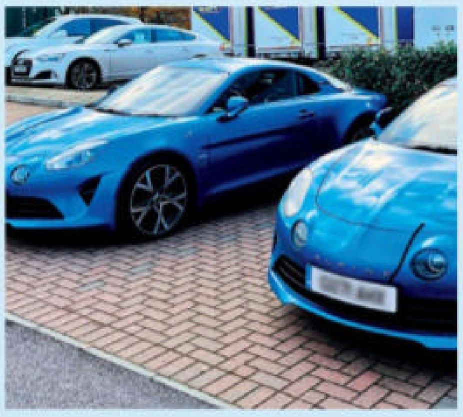
**MILEAGE** 7623 **LAST SEEN** 21/28.11.22

Twice in the past few weeks I've taken the Cupra to a public charger, left it for a while and returned to find an error message saying 'charging unexpectedly stopped', meaning another lengthy wait. Yet the car is charging happily on my EVIOS unit at home. I realise I'm at risk of sounding like a stuck record, but the UK really needs to get its public EV charging network sorted, and fast. **AC**

### Dacia Jogger

**MILEAGE** 21,300 **LAST SEEN** 30.11.22

The Jogger has keyless entry, which is surprising but very welcome in a budget car. But as with Renaults, the system is a bit backwards. It unlocks the car as you approach but doesn't automatically lock it when you leave. A few times I've locked it and then walked past it, making it unlock itself again, so then had to dig out the key and lock it manually. Again. **LL**



### Alpine A110

**MILEAGE** 3457 **LAST SEEN** 21/28.12.22

It's very rare to see an A110, let alone two parked side by side anywhere other than an owners' meeting. But should I really have been surprised when I rolled up at Gordon Murray's place to discover he too runs one? I recall him naming it as his show star at Geneva 2017 without a moment's thought. Clearly, he decided to put his money where his mouth was. **AF**

# PORSCHE PANAMERA

Stuttgart's take on the executive car mixes sporting prowess with practicality and even economy. **Oliver Young** has a look

Practical Porsches have always had a hard time winning over the enthusiasts. The Cayenne SUV was given a hostile reception when it first appeared in 2002, and the same happened with the Panamera executive car in 2009. The latter model wasn't welcomed with open arms, rather howls of derision.

The reaction owed mostly to the model's 'hunchback-911' looks, although Porsche managed to improve on those quite significantly for the Panamera's second generation. Introduced in 2016, this latest car has won over critics, not only in the style department but in many others, too.

There is a varied and powerful range of engines, for starters. On the petrol front, you can choose from an entry-level 325bhp 2.9-litre V6, a 621bhp 4.0-litre V8 (in the Turbo S), a 417bhp diesel or a selection of hybrids.

The 4S E-Hybrid mates a 2.9-litre V6 with an electric motor for a combined output of 552bhp. Needless to say it's quick, and you can travel up to (a claimed) 33 miles on electric power alone.

Go for the Turbo S E-Hybrid and that emission-free figure dips to 31 miles, but you get a lot more grunt. With a combined 680bhp from its V8 and electric motor, it has more power than an Audi R8 and McLaren Artura. Launch it and 0-62mph flashes by in 3.2sec.

But how does the Panamera drive? Well, it's impressive, and that's without any caveats for being a big, heavy executive car. The steering is weighty but direct and responsive, plus there's seemingly endless grip. It's wonderfully rewarding to drive, with excellent body control and balance. From new, you could even pay extra for a four-wheel steering system to improve agility.

Admittedly, the ride can be rather firm, but it's always well controlled and never uncomfortable. The non-standard air suspension is your best option if you can stretch to it, but don't worry if you find yourself with a car that has the standard set-up. It's very nearly as good.

Your trim depends on your

### OUR TOP SPEC

**4 E-HYBRID 10 YEARS EDITION**

If you want the hybrid, this special edition is the value buy. You will get a lot of kit, such as a panoramic roof, heated seats, soft-close doors and a Bose hi-fi.

Cabin is spacious and very comfy, especially up front

## BUYER BEWARE

**SERVICING**

Don't expect servicing to be cheap, especially if you have it done through Porsche. To get a Porsche-approved warranty (£770 for 12 months), your vehicle has to pass a 111-point check. Servicing is required every two years or 20,000 miles.

**RECALLS**

Reported problems are few, but the Panamera was the subject of a UK recall. Porsche recalled 197 examples over concerns about the connecting links on the rear-axle anti-roll bar. The issue can lead to excessive noise and an activated yellow warning light.

chosen engine, although all Panameras come with a plethora of standard equipment from new. This includes climate control, a 12.3in touchscreen infotainment system, a DAB radio, sat-nav, leather seats, cruise control and LED headlights.

The Panamera's interior is not only very luxurious but there's also plenty of space, particularly in the front. Unless you opt for the Sport Turismo 'estate', it's strictly a two-seater in the back, although they will both enjoy a good amount of head and leg room, even seated behind taller front-seat occupants.

The entry point into used second-generation Panamera ownership as of writing is around £50,000. For that money, expect a 4 or 4S example with more than 50,000 miles under its wheels. A 4 E-Hybrid is likely to set you back around £5000 more, but that's significantly less than its 2020-introduced 4S E-Hybrid counterpart, which comes with a £100,000-plus price tag.

Turbo S E-Hybrids have been known to go for more than £100,000, although they tend to start at around £85,000. A regular Turbo (with its 542bhp V8 and no electrified assistance or zero-emission running) will cost around £65,000.

## NEED TO KNOW

- The 2.9 V6 averages 27.7mpg, the 4 E-Hybrid 141.2mpg, the 4S E-Hybrid 128.4mpg, the GTS 23.3mpg, the Turbo S 22.1mpg and the Turbo S E-Hybrid 104.6mpg.
- Pre-April 2017 cars have CO$_2$-based road tax and will be pricey. After that, the flat rates of £165 (petrol) and £155 (diesel) apply.
- Five-door Panamera and Sport Turismo estates have 495-litre and 520-litre boots respectively.

**OUR PICK**

**2.9 V6 4 E-HYBRID**

4 E-Hybrids are among the most affordable Panameras on the used market. They offer impressive economy, great performance and four-wheel drive. A great all-round choice.

**WILD CARD**

**TURBO S E-HYBRID SPORT TURISMO**

Arguably one of the best multi-taskers around. Immense performance yet can sip fuel. It can do the school run, then thrill you on the way back home.

# James Ruppert

## KICKING TYRES

A sight every Bangernomics believer dreads

Mon - Fri
7 am - 6 pm
Ultra low emission
ULEZ
ZONE
At all times

There's only one big news story in motoring at the moment, and you don't have to live or work in London to be affected by it any more. Yes, the great ULEZ monster has grown much bigger, and readers like Nicholas are letting me know how they feel about it.

"I live just inside the M25 and, under Sadiq Khan's logic, I'm free to use my 2007 Jaguar XK V8 without incurring the charge but must pay if I want to use my 1999 Saab 9-3 2.0i, despite it being about twice as efficient on fuel. The mayor would no doubt happily see cars like my Saab scrapped and replaced with something new and electric, despite it being well maintained, used for only about 1000 miles a year and having years of good life left in it."

Nicholas is correct, of course, and there's so much more to be said about all this, but for us car buyers there's a dilemma. All of a sudden there will be opportunities to buy non-ULEZ-compliant cars from persecuted residents, while those of us forced to go there will have to consider which compliant supermini to buy.

This is a subject we're destined to cover repeatedly, so let's simply see what we can buy today.

I have a grand to buy a ULEZ-friendly hatchback, and I quickly feel conflicted over whether to go for a 2007 150,000-mile BMW 116i SE at £995. It has four previous owners and a fresh MOT, and it seems quite a stylish way to be caught in a North Circular-related traffic jam.

A 2007 Mazda 6 also caught my eye. A 2.0 TS with 115,000 miles, it's a lovely, comfy motorway hatchback that will do 25mpg in built-up areas. Oh yes, and it costs just under £900.

> "Khan would happily see my car scrapped, despite the years of good life left in it"

A Peugeot 206 1.1 Zest does it for me, with 57,000 miles, history and a year's MOT at a tempting £1275. However, for most buyers, the Fiat 500 would be the perfect city car, and there are plenty to choose from. A very cool-looking 2010 1.4 Lounge with just over 100,000 miles is yours for £1600. You will still have to pay £180 road tax per year to swank about town in it, but at least there won't be a daily ULEZ charge too.

## BANGERNOMICS

Minimum part-exchange price. It sounds great when a dealer waves a guaranteed amount of money against the car you want, as a sort of scrappage-scheme incentive, but there will be strings attached. Often it's finance, so they make money and profit on your old car. Check what the deal is.

Arnold Clark

GETTY IMAGES

CULT HERO

## MAZDA RX-8

# WARTS AND ALL

Mercurial rotary sports coupé giveth and taketh away, reports **Mark Pearson**

Fancy a sporting car of immense charm that looks terrific, is great to drive and can be picked up from just £1500 used? Tempted by the prospect of a turbine-smooth 228bhp at 8300rpm? Of course you are. Of course it's a Mazda RX-8 and of course it's a Wankel engine. But wait, before you go… hear me out.

You see, if you try an RX-8, you will find it a bit of a peach. From new, in 2003, you could choose from either a 198bhp or a 228bhp version of Mazda's 1.3-litre twin-rotor rotary engine. The former was a pleasant thing, but the latter was the one to have, capable of propelling the RX-8 from 0-62mph in just 6.4sec and on to a top speed of 146mph.

Power went to the rear wheels through a super-slick manual gearbox with five speeds in the lower-powered engine and six speeds in the lustier version.

With the engine being so small, it was logical to place it well back in a front-mid-engined layout, which helped achieve the RX-8's ideal 50:50 weight distribution.

> “Keen drivers were rewarded with sharp steering, an engaging chassis and agility”

Underneath, it had double wishbones up front, a multi-link rear and a limited-slip differential.

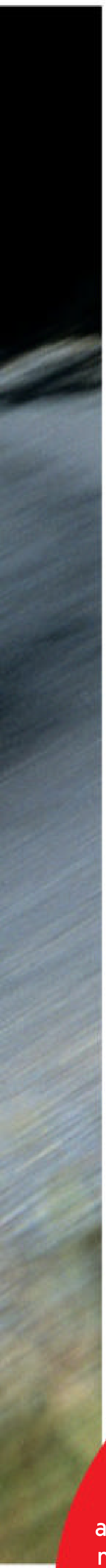
The whole car was pretty light, too – keen drivers were rewarded with sharp steering, an engaging chassis and agile handling.

They also got four doors, the two rear being rear-hinged, which was another talking point (if the engine wasn't enough of one), and there was space in the rear for the kids. It was all low-slung in there and well finished and rather attractive.

An update to the RX-8 in 2008 brought revamped styling, stiffer suspension and shorter gear ratios for better performance, while the 190bhp version bit the dust.

The last cars hit British shores in 2010, before production ended for good in 2012.

That's the good bits covered. The bad side is that the seals that are axiomatic for compression in that sweet little engine are prone to wear. Really bad wear. It's also not the cleanest engine ever made, or the most frugal (you will be lucky to see 20mpg in daily use). Oh, and



Handsome interior is well screwed together

Brilliant for a B-road blast but not a short one

> **WHAT WE SAID THEN**
>
> **16 SEPTEMBER 2003**
>
> "The trouble with cars like the RX-8 is that for every positive aspect of its ability, it's all too easy to highlight something negative. And so we have a superb drivetrain whose performance is difficult to access, a supple chassis that prefers to go slow and a delightful cabin in which the driver can never quite get comfortable. It's a car of conflicting competences, then, but a fascinating object all the same. What it trades in compromises, it compensates for in offering a genuine car enthusiast a fascinating ownership experience."

it loves to burn oil, to such an extent that you will be petrified of those glue-loving protesters. It's also not known for low-down torque. Hop in and drive around town and you will wonder if you left the handbrake on.

In short, the RX-8's reputation for reliability and longevity goes before it. You could have had a rotary in anything from the bewitching NSU Ro80 to the enthralling Citroën GS Birotor to any number of Mazdas from 1967 on, and the one thing they all had in common was trouble.

Dare you risk it? Up to you. Best to check all the service intervals carefully and get a compression test done on the engine before you buy and make sure the mileage is on the low side, as longevity doesn't seem to be a strong point. Test drive it carefully and if the performance feels in any way diminished, walk away. Oh, and don't forget that you will need loads of spare dosh for all that petrol and oil…

## HOW TO GET ONE IN YOUR GARAGE

### An owner's view

**CHRIS BOOTHE**

"I've owned mine for five years and I love it. It still has a low, sub-50,000 mileage and I had all the relevant tests, including compression, done when I bought it from a local dealer. It had one previous owner and he was fanatical about maintenance. I use it for long journeys only and top up the oil religiously. The biggest problem I've had is rust. Before buying, stick it on a ramp and check the wheel arches and surrounding areas carefully. The bottom of the boot is a problem area."

### Buyer beware…

- **ENGINE**

As with London Zoo, it's the seals you have to watch out for. Failure can be fatal to the engine, so check the compression. Proper maintenance is key. It's reported that 50% of RX-8 engines have needed replacement by the time they reached 50,000 miles. Well-cared-for ones can pass 100,000, though. See that it starts in less than two seconds when hot or cold, check for flat spots and listen for knocks and rattles. Oil should have been topped up every 1000 miles. Short trips are lethal, too, as they can cause excess carbon to accumulate in the engine.

- **ELECTRICS**

The seat heating has been known to warm up only the side bolsters. A faulty coolant-level sensor will trigger a dash light. If the ignition coil hasn't been replaced, budget for a new one.

- **SUSPENSION**

Failing roll-bar linkages will knock over bumps but aren't prohibitively pricey to replace. A sagging rear is a sign that a spring has corroded and snapped. Early cars were recalled for faulty front-lower arm replacement.

- **STEERING**

Notchy steering is usually due to a failing universal joint; intermittent power steering assistance is caused by a leaking coolant hose dripping on the sensor. If it hasn't begun to rust, a thorough clean will usually rectify it.

- **BRAKES**

If the car has been laid up, check that the single-piston calipers haven't seized and that the discs aren't too rusty. Braking components are readily available and not too costly.

- **BODYWORK**

Early cars rust, so you will struggle to find a clean pre-2006 one. Check that bodykits aren't hiding anything untoward and get under the arches with a screwdriver. Also check the boot floor and subframe for rust.

### Also worth knowing

More than 4000 cars were recalled for an issue with the suspension that could cause the driver to lose control. The issue occurs in one of the joints.

Early cars were recalled to replace heat insulation that could crack and fall off. This insulation is fitted around the dynamic dampers that lessen engine vibrations in the cabin.

More than 15,000 cars built from 2003 to 2004 were recalled to fix a problem with the exhaust system that could cause a fuel leak, Mazda having discovered that parts surrounding the exhaust could melt and the heat could affect the fuel tank.

Watch out for stationary gear bearing failure when the oil pressure drops at low revs and the e-shaft gets too dry. An engine rebuild will follow.

The R3 version of 2008 gained a stiffer body and better suspension with Bilstein dampers.

The Prodrive-tuned PZ came in 2006, with Bilstein dampers, Eibach springs, the chassis stiffened and lowered by 15mm and a new exhaust that increased noise but not power.

### How much to spend

**£1500-£1999**

Mostly early cars taken as part-exchange by dealers. Watch out for write-offs. Check very, very carefully.

**£2000-£3499**

Low-mileage, middle-aged 228bhp cars with no loss of compression.

**£3500-£5999**

Well-specced pre-facelift cars and those with the proper TLC applied.

**£6000-£10,000**

Well-cared-for facelifted cars with the right documentation and sub-50,000 mileages. Look for a good warranty.

### One we found

**MAZDA RX-8 1.3, 2007, 92,000 MILES, £2825**

Prime example of the more powerful 228bhp variant comes with plenty of added options, including metallic blue paint and leather seats. This beautiful RX-8 has had five previous owners and comes with a comprehensive service history and a year's MOT.

# NEW CARS A TO Z

For full reviews of every car listed here, visit our website, **autocar.co.uk**

## ECONOMY EXPLAINED

Between the various figures produced on the old-style NEDC, transitional NEDC Correlated and new-style WLTP laboratory emissions and fuel economy tests, it has become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and $CO_2$ figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read WLTP combined fuel economy and $CO_2$ figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated results of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment).

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an average, track and touring figure for each car we test, as often as possible on a brim-to-brim test basis.

While 'average' represents the overall economy returned by a new car over a full road test and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as manufacturers do increasingly widely by convention.

## STAR RATINGS EXPLAINED

| | |
|---|---|
| ☆☆☆☆☆ | Inherently dangerous/unsafe. Tragically, irredeemably flawed. |
| ½☆☆☆☆ | Appalling. Massively significant failings. |
| ★☆☆☆☆ | Very poor. Fails to meet any accepted class boundaries. |
| ★½☆☆☆ | Poor. Within acceptable class boundaries in a few areas. Still not recommendable. |
| ★★☆☆☆ | Off the pace. Below average in nearly all areas. |
| ★★½☆☆ | Acceptable. About average in key areas, but disappoints. |
| ★★★☆☆ | Competent. Above average in some areas, average in others. Outstanding in none. |
| ★★★½☆ | Good. Competitive in key areas. |
| ★★★★☆ | Very good. Very competitive in key areas, competitive in secondary respects. |
| ★★★★½ | Excellent. Near class-leading in key areas and in some ways outstanding. |
| ★★★★★ | Brilliant, unsurpassed. All but flawless. |

### ABARTH

**595** **3dr hatch/2dr open** **£18,325–£29,775** ★★★½☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.4 T-jet 145** | 143 | 130 | 7.8 | 38.7-39.2 | 162-164 |
| **1.4 T-jet 165** | 162 | 135 | 7.3 | 37.7-38.2 | 161-166 |
| **1.4 T-jet 180 Competizione** | 177 | 140 | 6.9 | 36.7 | 171 |
| **1.4 T-jet 180 Esseesse** | 177 | 140 | 6.7 | 36.7 | 171 |

**695** **3dr hatch/2dr open** **£31,765** ★★★½☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.4 T-jet 180 Esseesse** | 177 | 140 | 6.7 | 36.2-36.7 | 171 |

### AC

**Cobra** **2dr open** **£89,500–£145,000** ★★★★☆
Can't match modern supercars but is pure driving indulgence. **LxWxH** 3657x1627x1485 **Kerb weight** 1100kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **140 Charter Edition** | 350 | na | 6.0 | na | na |
| **378 Superblower** | 650 | 155 | 4.1 | na | na |
| **Series 1 Electric** | 650 | 308 | 6.7 | 150 | 0 |

### ALFA ROMEO

**Giulia** **4dr saloon** **£38,929–£73,999** ★★★★½
Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 Turbo Petrol 200** | 197 | 146 | 6.6 | 36.2 | 176-184 |
| **2.0 Turbo Petrol 280** | 276 | 149 | 5.7 | 33.6 | 195 |
| **2.9 BiTurbo Quadrifoglio** | 503 | 191 | 3.9 | 28.5 | 230 |

**Stelvio** **5dr SUV** **£45,999–£78,719** ★★★★½
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.2 Turbo Diesel 190** | 187 | 130 | 7.6 | 45.6 | 159 |
| **2.2 Turbo Diesel 210 Q4 AWD** | 207 | 134 | 6.6 | 42.8 | 168 |
| **2.0 Turbo 200 Q4 AWD** | 197 | 134 | 7.2 | 30.1 | 206-209 |
| **2.0 Turbo 280 Q4 AWD** | 276 | 143 | 5.7 | 30.4 | 208 |
| **2.9 BiTurbo Quadrifoglio** | 503 | 197 | 3.8 | 24.6 | 261 |

### ALPINE

**A110** **2dr coupé** **£49,990–£60,040** ★★★★★
A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.8 Turbo** | 248 | 155 | 4.5 | 39.2 | 162 |
| **1.8 Turbo S** | 288 | 162 | 4.4 | 38.7 | 163 |

### ARIEL

**Atom** **0dr open** **£40,669** ★★★★½
Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 turbo** | 320 | 162 | 2.8 | na | na |

**Nomad** **0dr open** **£37,549** ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.4 K24 i-VTEC** | 235 | 125 | 3.4 | na | na |

### ASTON MARTIN

**Vantage** **2dr coupé/2dr open** **£130,020–£159,020** ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 503 | 190-195 | 3.6-3.8 | 25.7 | 276 |
| **4.0 V8 F1 Edition** | 527 | 195 | 3.6 | 24.3 | 264 |

**DB11** **2dr coupé/2dr open** **£161,370–£175,020** ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 503 | 187 | 4.0 | 25.1 | 254 |
| **5.2 V12 AMR** | 630 | 208 | 3.7 | 21.1 | 303 |

**DBS** **2dr coupé/open** **£251,920–£271,620** ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **5.2 V12** | 715 | 211 | 3.7 | 20.9 | 306 |

**DBX** **5dr SUV** **£168,420–£192,420** ★★★★½
Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 550 | 181 | 4.5 | 19.8 | 323 |
| **4.0 V8 DBX 707** | 697 | 193 | 3.3 | 19.9 | 323 |

### AUDI

**A1 Sportback** **5dr hatch** **£20,265–£28,500** ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 25 TFSI** | 94 | 118 | 10.8 | 48.7-50.4 | 128-133 |
| **1.0 30 TFSI** | 114 | 126 | 9.5 | 46.3-51.4 | 124-139 |
| **1.5 35 TFSI** | 148 | 137 | 7.7 | 44.1-44.8 | 142-145 |

**A3 Sportback** **5dr hatch** **£25,495–£61,905** ★★★★☆
Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 30 TFSI** | 108 | 127 | 10.6 | 48.7-51.4 | 125-132 |
| **1.5 35 TFSI** | 148 | 139 | 8.7 | 46.3-50.4 | 128-138 |
| **2.0 40 TFSI quattro** | 188 | 150 | 6.9 | 38.7-40.4 | 159-166 |
| **2.0 40 TFSIe** | 201 | 141 | 7.6 | 235.4 | 29 |
| **2.0 45 TFSIe** | 242 | 144 | 6.8 | 235.4 | 29 |
| **2.0 S3 quattro** | 308 | 155 | 4.8 | 34.4-34.9 | 183-186 |
| **2.0 RS3 quattro** | 398 | 155 | 3.8 | 31.0-31.4 | 205-207 |
| **2.0 30 TDI** | 113 | 128 | 10.1 | 61.4-64.2 | 115-122 |
| **2.0 35 TDI** | 148 | 142 | 8.3-8.5 | 56.5-62.8 | 112-130 |
| **2.0 40 TDI quattro** | 198 | 151 | 6.8 | 47.9-50.4 | 148-155 |

**A3 Saloon** **4dr saloon** **£27,460–£62,905** ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 30 TFSI** | 108 | 130 | 10.6 | 50.4-51.4 | 124-128 |
| **1.5 35 TFSI** | 148 | 144 | 8.7 | 47.9-50.4 | 127-134 |
| **2.0 40 TFSI quattro** | 188 | 154 | 7.0 | 39.2-40.9 | 157-165 |
| **2.0 S3 quattro** | 308 | 155 | 4.8 | 35.3-36.2 | 178-181 |
| **2.0 RS3 quattro** | 394 | 155 | 3.8 | 31.4-31.7 | 202-205 |
| **2.0 30 TDI** | 116 | 130 | 10.1 | 62.8-64.2 | 114-119 |
| **2.0 35 TDI** | 148 | 142 | 8.5 | 58.9-67.3 | 111-127 |
| **2.0 40 TDI quattro** | 198 | 155 | 6.8 | 48.7-51.4 | 145-152 |

**A4** **4dr saloon** **£33,965–£51,130** ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 35 TFSI** | 148 | 139 | 8.6 | 40.9-46.3 | 140-157 |
| **2.0 40 TFSI** | 187 | 155 | 7.3 | 40.9-44.8 | 143-187 |
| **2.0 45 TFSI quattro** | 242 | 155 | 5.6 | 34.9-35.3 | 181-184 |
| **3.0 30 TDI** | 132 | 133 | 9.5 | 50.4-55.4 | 133-146 |
| **2.0 35 TDI** | 148 | 136 | 8.9 | 50.4-55.4 | 133-146 |
| **2.0 40 TDI quattro** | 187 | 146 | 7.4 | 50.4-54.3 | 137-148 |
| **3.0 S4 TDI** | 342 | 155 | 4.8 | 40.4-40.9 | 181-183 |

**A4 Avant** **5dr estate** **£35,365–£86,795** ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 35 TFSI** | 148 | 136 | 8.9 | 39.8-44.8 | 143-162 |
| **2.0 40 TFSI** | 187 | 148 | 7.5 | 39.8-43.5 | 147-162 |
| **2.0 45 TFSI quattro** | 242 | 155 | 6.0 | 33.6-34.4 | 187-191 |
| **3.0 V6 TFSI RS4 Avant** | 448 | 155 | 4.1 | 28.1-28.2 | 220-226 |
| **2.0 30 TDI** | 132 | 131 | 9.8 | 49.6-54.3 | 137-150 |
| **2.0 35 TDI** | 148 | 132 | 9.2 | 49.6-54.3 | 137-150 |
| **2.0 40 TDI quattro** | 187 | 143-144 | 7.6-7.9 | 47.9-52.3 | 141-154 |
| **3.0 50 TDI Allroad quattro** | 282 | 155 | 5.3 | 38.2 | 194 |
| **3.0 S4 TDI quattro** | 342 | 155 | 4.9 | 39.2-39.8 | 186-189 |

**A5** **2dr coupé** **£40,045–£91,750** ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 35 TFSI** | 148 | 140 | 8.9 | 41.5-45.6 | 141-154 |
| **2.0 40 TFSI** | 187 | 150 | 7.2 | 41.5-47.1 | 141-154 |
| **2.0 45 TFSI quattro** | 242 | 155 | 4.8 | 34.9-38.8 | 180-184 |
| **2.9 V6 TFSI RS5 quattro** | 448 | 174 | 3.9 | 29.1 | 220 |
| **2.0 35 TDI** | 163 | 162 | 8.2 | 51.4-55.4 | 133-144 |
| **2.0 40 TDI quattro** | 187 | 146 | 7.4 | 50.4-54.3 | 135-146 |
| **3.0 V6 S5 TDI quattro** | 339 | 155 | 4.6 | 39.2-40.4 | 184-188 |

**A5 Sportback** **5dr coupé** **£39,885–£90,675** ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 35 TFSI** | 148 | 139 | 9.1 | 40.9-44.8 | 144-158 |
| **2.0 40 TFSI** | 187 | 150 | 7.5 | 40.9-44.8 | 143-158 |
| **2.0 45 TFSI quattro** | 242 | 155 | 5.8 | 34.4-35.3 | 183-187 |
| **2.9 V6 TFSI RS5 quattro** | 448 | 174 | 3.9 | 28.5-28.8 | 222-224 |
| **2.0 35 TDI** | 148 | 135 | 9.1 | 50.4-54.3 | 135-147 |
| **2.0 40 TDI quattro** | 187 | 146 | 7.6 | 49.6-54.3 | 137-149 |
| **3.0 S5 TDI quattro** | 345 | 155 | 4.9 | 39.8-40.4 | 183-187 |

**A5 Cabriolet** **2dr open** **£44,190–£58,375** ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 35 TFSI** | 150 | 136 | 9.8 | 38.7-40.4 | 160-165 |
| **2.0 40 TFSI** | 187 | 150 | 7.9 | 38.7-40.4 | 160-165 |
| **2.0 45 TFSI quattro** | 242 | 155 | 6.5 | 32.8-33.2 | 192-196 |
| **2.0 40 TDI quattro** | 187 | 145 | 8.0 | 47.1-48.7 | 152-157 |

**A6** **4dr saloon** **£40,205–£80,640** ★★★★☆
Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 40 TFSI** | 201 | 152 | 7.3 | 37.7-39.2 | 163-171 |
| **2.0 45 TFSI quattro** | 242 | 155 | 6.0 | 35.3-37.2 | 172-182 |
| **2.0 50 TFSIe quattro** | 299 | 155 | 6.2 | 217.3 | 31 |
| **3.0 55 TFSI quattro** | 335 | 155 | 5.1 | 32.8-34.9 | 184-196 |
| **2.0 40 TDI** | 201 | 152 | 8.1 | 47.9-51.4 | 145-155 |
| **2.0 40 TDI quattro** | 201 | 153 | 7.6 | 45.6-47.9 | 155-163 |
| **3.0 50 TDI quattro** | 282 | 155 | 5.5 | 38.7-40.4 | 183-191 |
| **3.0 S6 TDI quattro** | 344 | 155 | 5.0 | 36.2 | 203-205 |

**A6 Avant** **5dr estate** **£42,355–£118,150** ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 40 TFSI** | 201 | 149 | 7.5 | 36.2-38.2 | 168-178 |
| **2.0 45 TFSI quattro** | 242 | 155 | 6.2 | 34-36.2 | 177-189 |
| **2.0 50 TFSIe quattro** | 299 | 155 | 6.3 | 217.3 | 31 |
| **3.0 55 TFSI quattro** | 335 | 155 | 5.3 | 31.7-34.0 | 189-201 |
| **4.0 RS6 quattro** | 596 | 174 | 3.6 | 21.9-22.6 | 283-294 |
| **2.0 40 TDI** | 201 | 149 | 8.3 | 45.6-49.6 | 150-162 |
| **2.0 40 TDI quattro** | 201 | 150 | 7.8 | 44.1-46.3 | 159-167 |
| **3.0 50 TDI quattro** | 282 | 155 | 5.7 | 38.2-39.8 | 187-195 |
| **3.0 S6 TDI quattro** | 344 | 155 | 5.1 | 35.3 | 209 |

**A7 Sportback** **5dr coupé** **£52,475–£121,805** ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 45 TFSI quattro** | 242 | 155 | 6.2 | 35.3-36.2 | 177-183 |
| **2.0 50 TFSIe quattro** | 299 | 155 | 6.3 | 134.5-141.2 | 46-47 |
| **3.0 55 TFSI quattro** | 335 | 155 | 5.3 | 32.1-34.0 | 189-199 |
| **4.0 RS7 quattro** | 596 | 174 | 3.6 | 22.2-23.0 | 280-287 |
| **2.0 40 TDI** | 201 | 152 | 8.3 | 47.9-49.6 | 150-156 |
| **2.0 40 TDI quattro** | 201 | 155 | 7.0 | 45.6-47.1 | 158-163 |
| **2.0 45 TDI quattro** | 242 | 155 | 6.4 | 40.9-43.5 | 171-180 |
| **3.0 50 TDI quattro** | 282 | 155 | 5.6 | 38.2-39.8 | 186-193 |
| **3.0 S7 TDI quattro** | 344 | 155 | 5.1 | 35.3-35.8 | 205-208 |

**A8** **4dr saloon** **£77,135–£103,010** ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 55 TFSI quattro** | 335 | 155 | 5.6 | 28.2-29.4 | 217-228 |
| **3.0 55 TFSI quattro LWB** | 335 | 155 | 5.7 | 28.2-29.1 | 219-228 |
| **3.0 60 TFSIe quattro** | 449 | 155 | 4.9 | 100.9-113.0 | 57-64 |
| **3.0 50 TDI quattro** | 282 | 155 | 5.9 | 38.7-40.9 | 180-192 |
| **3.0 50 TDI quattro LWB** | 282 | 155 | 5.9 | 38.2-40.4 | 182-193 |

**E-tron GT** **4dr saloon** **£81,915–£136,305** ★★★★½
Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2158x1396 **Kerb weight** 2276kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **quattro 93kWh** | 528 | 152 | 4.1 | 296 | 0 |
| **RS quattro 93kWh** | 646 | 155 | 3.3 | 283 | 0 |

**Q2** **5dr SUV** **£25,080–£47,675** ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 30 TFSI** | 114 | 122 | 10.3 | 44.8-47.1 | 135-143 |
| **1.5 35 TFSI** | 148 | 131 | 8.5 | 42.2-44.8 | 142-151 |
| **2.0 40 TFSI quattro** | 187 | 141 | 6.5 | 34.0-34.9 | 184-187 |
| **2.0 SQ2 TFSI** | 298 | 155 | 4.8 | 32.8-33.2 | 192-195 |
| **2.0 30 TDI** | 114 | 125 | 9.9 | 58.9-60.1 | 124-129 |
| **2.0 35 TDI quattro** | 148 | 131 | 8.1 | 45.6-47.9 | 155-163 |

**Q3** **5dr SUV** **£31,625–£63,955** ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 35 TFSI** | 148 | 128-131 | 9.2-9.6 | 38.7-42.2 | 153-166 |
| **2.0 40 TFSI quattro** | 187 | 136 | 7.4 | 31.0-32.5 | 197-207 |
| **2.0 45 TFSI quattro** | 243 | 147 | 5.8 | 31.0-31.7 | 201-205 |
| **2.0 45 TFSIe** | 242 | 130 | 7.3 | 141.2 | 44-45 |
| **2.5 RS Q3 quattro** | 396 | 155 | 4.5 | 27.7-28.8 | 222-230 |
| **2.0 35 TDI** | 148 | 128 | 9.2 | 47.9-49.6 | 150-154 |
| **2.0 35 TDI quattro** | 148 | 131 | 9.3 | 39.2-40.9 | 182-188 |
| **2.0 40 TDI quattro** | 188 | 137 | 8.0 | 37.7-40.4 | 84-195 |

**Q3 Sportback** **5dr SUV** **£34,425–£65,105** ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 35 TFSI** | 148 | 126 | 9.6 | 39.2-41.5 | 154-163 |
| **2.0 40 TFSI quattro** | 188 | 136 | 7.4 | 30.7-32.1 | 199-208 |
| **2.0 45 TFSI quattro** | 243 | 146 | 5.8 | 32.5-32.8 | 195-197 |
| **2.0 45 TFSIe** | 242 | 130 | 7.3 | 141.2 | 44-45 |
| **2.5 RS Q3 quattro** | 396 | 155 | 4.5 | 27.7-28.5 | 223-231 |
| **2.0 35 TDI** | 148 | 126 | 9.3 | 48.7-51.4 | 14552 |
| **2.0 35 TDI quattro** | 148 | 126 | 9.3 | 40.4-44.8 | 166-183 |
| **2.0 40 TDI quattro** | 188 | 134 | 8.3 | 38.2-39.8 | 185-195 |

**Q4 E-tron** **5dr SUV** **£43,290–£67,610** ★★★½☆
Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **35 125k** | 168 | 99 | 9.0 | 201 | 0 |
| **40 150kW** | 201 | 99 | 8.5 | 307 | 0 |
| **50 quattro 220kW** | 296 | 111 | 6.2 | 298 | 0 |

**Q4 E-tron Sportback** **5dr SUV** **£44,790–£69,110** ★★★½☆
Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **35 125kW** | 168 | 99 | 9.0 | 211 | 0 |
| **40 150kW** | 201 | 99 | 8.5 | 318 | 0 |
| **50 quattro 220kW** | 296 | 111 | 6.2 | 302 | 0 |

**Q5** **5dr SUV** **£45,975–£74,645** ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 45 TFSI quattro** | 242 | 147 | 6.4 | 31.0-33.6 | 191-206 |
| **2.0 50 TFSIe quattro** | 249 | 148 | 6.1 | 128.4 | 49 |
| **2.0 55 TFSIe quattro** | 363 | 148 | 5.3 | 108.6 | 56 |
| **2.0 40 TDI quattro** | 187 | 136 | 8.1 | 41.5-44.8 | 165-179 |
| **3.0 SQ5 TDI quattro** | 344 | 155 | 5.1 | 32.8-34.4 | 216-224 |

**Q5 Sportback** **5dr SUV** **£48,425–£77,095** ★★★½☆
Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x1893x1660 **Kerb weight** 2010-2150kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 45 TFSI quattro** | 263 | 149 | 6.1 | 31.7-33.6 | 192-202 |
| **2.0 50 TFSIe quattro** | 297 | 148 | 6.1 | 176.6-188.3 | 36-38 |
| **2.0 55 TFSIe quattro** | 364 | 148 | 5.3 | 156.9-166.2 | 41-42 |
| **2.0 40 TDI quattro** | 201 | 137 | 7.6 | 42.2-44.8 | 166-176 |
| **3.0 SQ5 TDI quattro** | 336 | 155 | 5.1 | 33.2-34.4 | 216-222 |

**E-tron** **5dr SUV** **£62,035–£103,435** ★★★★½
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **50 quattro 71kWh** | 308 | 118 | 6.8 | 190 | 0 |
| **55 quattro 95kWh** | 403 | 124 | 5.4 | 237 | 0 |
| **S quattro 95kWh** | 503 | 130 | 4.5 | 223 | 0 |

**E-tron Sportback** **5dr SUV** **£63,835–£105,435** ★★★★½
Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1616 **Kerb weight** 2480kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **50 quattro 71kWH** | 308 | 118 | 6.8 | 192 | 0 |
| **55 quattro 95kWh** | 403 | 124 | 5.7 | 242 | 0 |
| **S quattro 95kWh** | 503 | 130 | 4.5 | 224 | 0 |

**Q7** **5dr SUV** **£59,820–£99,840** ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 V6 55 TFSI quattro** | 338 | 155 | 5.9 | 25.4-27.4 | 233-253 |
| **3.0 V6 55 TFSIe quattro** | 376 | 149 | 5.9 | 108.6-113 | 56-58 |
| **3.0 V6 60 TFSIe quattro** | 462 | 149 | 5.4 | 97.4-100.9 | 65-66 |
| **4.0 SQ7 quattro** | 435 | 155 | 4.1 | 29.4-30.1 | 245-251 |
| **3.0 V6 45 TDI quattro** | 228 | 142 | 7.3 | 32.1-34.0 | 217-230 |
| **3.0 V6 50 TDI quattro** | 282 | 152 | 6.3 | 32.1-34.0 | 217-230 |

**Q8** **5dr SUV** **£70,340–£128,465** ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 V6 55 TFSI quattro** | 335 | 155 | 5.9 | 25.9-26.4 | 243-248 |
| **3.0 V6 55 TFSIe quattro** | 381 | 149 | 5.8 | 94.2 | 67-68 |
| **3.0 V6 60 TFSIe quattro** | 462 | 149 | 5.4 | 94.2-97.4 | 66-68 |
| **4.0 SQ8 quattro** | 503 | 155 | 4.1 | 31.0-31.7 | 234-239 |
| **4.0 V8 RS Q8 quattro** | 592 | 155 | 3.8 | 20.2-20.5 | 314-318 |
| **3.0 V6 50 TDI quattro** | 282 | 152 | 6.3 | 32.8-33.2 | 222-226 |

### TT 2dr coupé £34,840–£69,450 ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 40 TFSI** | 194 | 155 | 6.6 | 40.4-41.5 | 154-158 |
| **2.0 45 TFSI** | 242 | 155 | 5.8-5.9 | 38.7-39.2 | 162-167 |
| **2.0 45 TFSI quattro** | 242 | 155 | 5.2 | 34.9-35.8 | 180-184 |
| **2.0 50 TFSI quattro TTS** | 302 | 155 | 4.5 | 34.9-35.3 | 180-183 |
| **2.5 TT RS quattro** | 395 | 155 | 3.7 | 30.7 | 208-210 |

### TT Roadster 2dr open £36,590–£71,200 ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 40 TFSI** | 194 | 155 | 6.9 | 39.2-40.4 | 159-163 |
| **2.0 45 TFSI** | 242 | 155 | 6.0-6.1 | 37.2-38.2 | 168-172 |
| **2.0 45 TFSI quattro** | 242 | 155 | 5.5 | 33.6-34.4 | 185-190 |
| **2.0 50 TFSI quattro TTS** | 302 | 155 | 4.8 | 34.0-34.4 | 185-188 |
| **2.5 TT RS quattro** | 395 | 155 | 3.9 | 29.7-30.1 | 214-215 |

### R8 2dr coupé £129,785–£165,890 ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **5.2 V10 RWD** | 538 | 201 | 3.7 | 22.2 | 288 |
| **5.2 V10 quattro** | 567 | 201 | 3.4 | 21.9 | 294 |
| **5.2 V10 Performance q'tro** | 610 | 205 | 3.1 | 21.7 | 295-296 |

### R8 Spyder 2dr open £138,475–£174,580 ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **5.2 V10 RWD** | 538 | 200 | 3.8 | 20.9 | 307 |
| **5.2 V10 quattro** | 567 | 200 | 3.5 | 20.5 | 313 |
| **5.2 V10 Performance q'tro** | 610 | 204 | 3.2 | 20.3 | 315 |

## BAC

### Mono 0dr open £165,125 ★★★★⯪
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.5 VVT** | 305 | 170 | 2.8 | na | na |

## BENTLEY

### Continental GT 2dr coupé £168,620–£212,320 ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 542 | 198 | 3.9 | 23.9 | 268 |
| **6.0 W12 Speed** | 626 | 207 | 3.6 | 20.8 | 308 |

### Continental GTC 2dr open £185,220–£233,320 ★★★★⯪
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 542 | 198 | 4.0 | 23.3 | 275 |
| **6.0 W12 Speed** | 626 | 207 | 3.7 | 20.2 | 336 |

### Flying Spur 4dr saloon £162,620–£215,620 ★★★★⯪
New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1879x1483 **Kerb weight** 2437kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 548 | 198 | 4.1 | 22.2 | 288 |
| **6.0 W12** | 632 | 207 | 3.8 | 19.1 | 337 |

### Bentayga 5dr SUV £155,665–£189,285 ★★★★⯪
Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 V6 Hybrid** | 448 | 158 | 5.5 | 83.1 | 82 |
| **4.0 V8** | 542 | 171 | 4.5 | 21.7 | 302 |

## BMW

### 1 Series 5dr hatch £27,245–£39,825 ★★★★⯪
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **118i** | 138 | 132 | 8.5 | 46.3-47.1 | 130-134 |
| **128ti** | 261 | 155 | 6.1 | 40.9 | 157 |
| **M135i xDrive** | 302 | 155 | 4.8 | 36.2 | 177 |
| **116d** | 114 | na | 10.1-10.3 | 60.1-62.8 | 119-123 |
| **118d** | 148 | 134 | 8.4-8.5 | 58.9-60.1 | 123-127 |
| **120d** | 187 | 144 | 7.3 | 55.4-57.6 | 129-133 |
| **120d xDrive** | 187 | na | 7.0 | 52.3-53.3 | 139-142 |

### 2 Series 2dr coupé £36,010–£47,515 ★★★★⯪
Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **220i** | 184 | 147 | 7.5 | 44.1 | 145 |
| **M240i xDrive** | 374 | 155 | 4.3 | 34.4 | 186 |
| **220d** | 188 | 147 | 6.9 | 60.1 | 122 |

### 2 Series Gran Coupé 4dr saloon £28,745–£40,730 ★★★☆☆
Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **218i** | 138 | 134 | 8.7 | 46.3-47.1 | 136-138 |
| **220i** | 178 | 148 | 7.1 | 46.3-47.1 | 136-139 |
| **M235i xDrive** | 302 | 155 | 4.9 | 37.2 | 172 |
| **218d** | 148 | 138 | 8.6 | 58.9-60.1 | 123-125 |
| **220d** | 188 | 148 | 7.5 | 56.5-57.6 | 129-131 |

### 2 Series Active Tourer 5dr hatch £31,285–£36,570 ★★★★☆
Proves there's still a place for the MPV in this SUV-led world. **LxWxH** 4354x1800x1555 **Kerb weight** 1545kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **220i** | 154 | 137 | 8.1 | 47.1-47.9 | 135-137 |
| **223i** | 201 | 150 | 7.0 | 45.6-46.3 | 138-140 |
| **218d** | 148 | 137 | 8.8 | 57.6-58.9 | 127-129 |

### 3 Series 4dr saloon £33,250–£78,425 ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **318i** | 152 | 138 | 8.4 | 44.1 | 145-146 |
| **320i** | 181 | 146 | 7.1 | 44.1 | 144-146 |
| **320i xDrive** | 181 | 142 | 7.6 | 41.5-42.2 | 153-154 |
| **330i** | 254 | 155 | 5.8 | 40.9-42.8 | 150-156 |
| **330e** | 288 | 143 | 5.9 | 188.3-201.8 | 37-38 |
| **330e xDrive** | 288 | 143 | 5.9 | na | na |
| **M340i xDrive** | 369 | 155 | 4.4 | 34.9 | 185 |
| **M3 Competition** | 503 | 155 | 3.9 | 28.8 | 223 |
| **M3 xDrive Competition** | 503 | 155 | 3.5 | 28.2 | 228 |
| **318d** | 148 | 132 | 8.3-8.4 | 52.6-62.8 | 117-129 |
| **320d** | 187 | 146 | 6.8-7.1 | 56.5-60.1 | 124-131 |
| **320d xDrive** | 187 | 144 | 6.9 | 54.3-56.5 | 130-136 |
| **330d** | 263 | 155 | 5.5 | 47.1-49.6 | 150-156 |
| **330d xDrive** | 263 | 155 | 5.1 | 47.1 | 157-158 |
| **M340d xDrive** | 338 | 155 | 4.6 | 46.3 | 160 |

### 3 Series Touring 5dr estate £35,085–£53,385 ★★★★⯪
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **318i** | 152 | 137 | 8.7 | 42.2 | 152-153 |
| **320i** | 181 | 143 | 7.5 | 42.2 | 152-153 |
| **330i** | 254 | 155 | 5.9 | 39.2-40.9 | 156-163 |
| **330e** | 292 | 143 | 5.9 | 176.6-201.8 | 32-37 |
| **330e xDrive** | 292 | 140 | 5.9 | 156.9-176.6 | 37-42 |
| **M340i xDrive** | 371 | 155 | 4.5 | 33.6 | 191 |
| **318d** | 148 | 133 | 8.8 | 57.6-58.9 | 126-127 |
| **320d** | 188 | 142 | 7.1-7.9 | 54.3-57.6 | 115-121 |
| **320d xDrive** | 188 | 142 | 7.4 | 51.4-54.3 | 136-143 |
| **330d** | 263 | 140 | 5.6 | 45.6-47.1 | 158-163 |
| **330d xDrive** | 261 | 155 | 5.4 | 43.5-44.8 | 166-171 |
| **M340d xDrive** | 340 | 155 | 4.8 | 44.8 | 165 |

### 4 Series 2dr coupé £41,800–£82,270 ★★★★☆
A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x2081x1390 **Kerb weight** 1590kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **420i** | 181 | 149 | 7.5 | 42.2-44.1 | 146-151 |
| **430i** | 254 | 155 | 5.8 | 40.4-42.2 | 153-159 |
| **M440i xDrive** | 369 | 155 | 4.5 | 36.7 | 175 |
| **M4 Competition** | 503 | 155 | 3.9 | 28.8 | 228 |
| **M4 xDrive Competiton** | 503 | 155 | 3.5 | 28.2 | 227 |
| **420d** | 187 | 143 | 7.1 | 58.9-61.4 | 121-126 |
| **420d xDrive** | 187 | 148 | 7.4 | 55.4-57.6 | 129-135 |

### 4 Series Convertible 2dr open £47,155–£85,870 ★★★★☆
Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x2081x1384 **Kerb weight** 1715kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **420i** | 181 | 147 | 8.2 | 40.4-41.5 | 154-159 |
| **430i** | 242 | 155 | 6.2 | 38.7-40.4 | 160-165 |
| **M440i xDrive** | 371 | 155 | 4.9 | 35.3 | 182 |
| **M4 xDrive Competition** | 503 | 155 | 3.7 | 27.7 | 231 |
| **420d** | 188 | 147 | 7.6 | 55.4-57.6 | 129-134 |
| **430d** | 282 | 155 | 5.8 | 50.4-52.3 | 141-146 |

### 4 Series Gran Coupé 4dr coupé £41,800–£82,270 ★★★★☆
The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x2073x1442 **Kerb weight** 1825kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **420i** | 181 | 146 | 7.9 | 41.5 | 154 |
| **430i** | 242 | 155 | 6.2 | 39.8 | 160-161 |
| **M440i xDrive** | 371 | 155 | 4.7 | 35.3 | 182 |
| **420d** | 188 | 146 | 7.3 | 56.5 | 130 |
| **420d xDrive** | 188 | 145 | 7.6 | 53.3 | 138 |

### i4 4dr saloon £53,480–£65,795 ★★★★☆
Fast, refined and with lots of traditional appeal to convert sceptics. **LxWxH** 4783x1852x1448 **Kerb weight** 2215kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **eDrive40** | 338 | 118 | 5.7 | 352-365 | 0 |
| **M50** | 542 | 140 | 3.9 | 318 | 0 |

### 5 Series 4dr saloon £41,480–£107,520 ★★★★⯪
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **520i** | 181 | 146 | 7.8 | 44.8-45.6 | 142-145 |
| **530e** | 288 | 146 | 5.9 | 117.7-128.4 | 32-43 |
| **530e xDrive** | 288 | 146 | 5.9 | 134-166 | 38-48 |
| **545e xDrive** | 394 | 155 | 3.8 | 128-134 | 49-51 |
| **M550i xDrive** | 528 | 155 | 3.8 | 25.9 | 247 |
| **M5 Competition** | 616 | 155 | 3.3 | 25.4 | 252 |
| **520d** | 187 | 147 | 7.5 | 57.6-58.9 | 126-129 |
| **520d xDrive** | 187 | 144 | 7.6 | 54.3-55.4 | 132-135 |
| **530d xDrive** | 261 | 155 | 5.4 | 51.4-52.3 | 143-145 |

### 5 Series Touring 5dr estate £44,085–£59,655 ★★★★⯪
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **520i** | 181 | 139 | 8.2 | 40.4-42.2 | 152-160 |
| **530e** | 292 | 140 | 6.1 | 156.9-176.6 | 35-40 |
| **530e xDrive** | 292 | 140 | 6.1 | 134.5-156.9 | 42-47 |
| **540i xDrive** | 335 | 155 | 5.1 | 34.9-35.8 | 179-185 |
| **520d** | 187 | 147 | 7.8 | 52.3-55.4 | 134-142 |
| **520d xDrive** | 187 | 144 | 7.9 | 49.6-52.3 | 140-148 |
| **530d xDrive** | 261 | 155 | 5.6 | 46.3-47.9 | 160 |

### 7 Series 4dr saloon £73,305–£93,365 ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **740i** | 338 | 155 | 5.5 | 34-35.8 | 180-190 |
| **750i xDrive** | 527 | 155 | 4.0 | 26.4 | 243-245 |
| **745e** | 283 | 155 | 5.1-5.2 | 104.6-141.2 | 46 |
| **730d** | 261 | 155 | 6.1 | 49.6-51.4 | 144-148 |
| **730d xDrive** | 261 | 155 | 5.8 | 47.1-47.9 | 155-158 |
| **740d xDrive** | 315 | 155 | 5.2 | 46.3-47.1 | 158-159 |

### 8 Series 2dr coupé/2dr open £79,475–£133,020 ★★★★☆
Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **840i** | 335 | 155 | 5.0 | 33.2-33.6 | 193-194 |
| **M850i xDrive** | 523 | 155 | 3.7 | 24.8-25.2 | 255-260 |
| **M8 Competition** | 623 | 155 | 3.2-3.3 | 25.2-25.4 | 252-254 |
| **840d xDrive** | 316 | 155 | 4.9 | 40.4 | 183-184 |

### 8 Series Gran Coupé 4dr saloon £76,975–£130,520 ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **840i** | 335 | 155 | 5.2 | 33.2 | 194 |
| **M850i xDrive** | 523 | 155 | 3.9 | 24.6 | 260 |
| **M8 Competition** | 623 | 155 | 3.2 | 25.4 | 254 |

### X1 5dr SUV £30,555–£41,660 ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **sDrive18i** | 138 | 127 | 9.7 | 42.8 | 149-150 |
| **sDrive20i** | 189 | 138 | 7.4 | 40.9 | 156-157 |
| **xDrive20i** | 189 | na | 7.7 | 38.2-38.7 | 166-167 |
| **xDrive25e** | 218 | 120 | 6.9 | 134.5-148.7 | 50-51 |
| **sDrive18d** | 148 | 126 | 9.3-9.4 | 55.4 | 133-134 |
| **xDrive18d** | 148 | 126 | 9.3-9.4 | 50.4-51.4 | 145-146 |
| **xDrive20d** | 187 | 136 | 7.8 | 49.6 | 148-149 |

### X2 5dr SUV £33,540–£49,150 ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **sDrive18i** | 138 | 127 | 9.6 | 42.8-43.5 | 148-150 |
| **sDrive20i** | 189 | 141 | 7.7 | 40.9-41.5 | 154-156 |
| **xDrive20i** | 189 | na | 7.6 | 38.7-39.2 | 164-166 |
| **xDrive25e** | 220 | 121 | 6.8 | 156.9 | 40-41 |
| **M35i** | 302 | 155 | 4.9 | 34.4 | 187 |
| **sDrive18d** | 148 | 129 | 9.3-9.8 | 55.4 | 132-134 |
| **xDrive18d** | 148 | 128 | 9.2 | 50.4-51.4 | 144-146 |
| **xDrive20d** | 185 | 137 | 7.7 | 49.6-50.4 | 147-149 |

### X3 5dr SUV £45,585–£89,070 ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **xDrive20i** | 181 | 134 | 8.3 | 35.3-35.8 | 179-181 |
| **xDrive30e** | 288 | 130 | 6.1 | 134.5 | 51-54 |
| **xDrive M40i** | 355 | 155 | 4.8 | 31.4 | 204 |
| **X3M Competition** | 503 | 155 | 4.1 | 24.8 | 261 |
| **xDrive20d** | 187 | 132 | 8.0 | 47.1-47.9 | 154-156 |
| **xDrive30d** | 261 | 149 | 5.8 | 45.6 | 161-163 |
| **xDrive M40d** | 321 | 155 | 4.9 | 43.5 | 171 |

### iX3 5dr SUV £62,865–£65,865 ★★★★☆
All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2185kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **80kWh** | 282 | 112 | 6.8 | 286 | 0 |

### X4 5dr SUV £51,455–£90,830 ★★★⯪☆
Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **xDrive M40i** | 336 | 155 | 4.9 | 31.7 | 203 |
| **X4M Competiton** | 503 | 155 | 4.1 | 24.8 | 259 |
| **xDrive20d** | 187 | 131 | 8.0 | 47.1-47.9 | 161-165 |
| **xDrive30d** | 254 | 145 | 5.8 | 45.6-46.3 | 159-163 |
| **xDrive M40d** | 322 | 155 | 4.9 | 43.5 | 169 |

### X5 5dr SUV £65,510–£118,920 ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **xDrive40i** | 335 | 155 | 5.5 | 27.7-28.2 | 227-231 |
| **xDrive45e** | 282 | 155 | 5.6 | 188.3-235.4 | 31 |
| **xDrive M50i** | 523 | 155 | 4.3 | 27.3 | 276 |
| **X5M Competition** | 623 | 155 | 3.8 | 22.1 | 304 |
| **xDrive30d** | 261 | 130 | 6.8 | 41.5-42.2 | 175-179 |
| **xDrive40d** | 340 | 152 | 5.5 | 38.7-39.2 | 192-196 |

### X6 5dr SUV £65,190–£121,620 ★★★⯪☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **xDrive40i** | 338 | 155 | 5.5 | 28.0-28.5 | 225-230 |
| **xDrive M50i** | 523 | 155 | 4.3 | 23.5 | 272 |
| **X6 M Competition** | 623 | 155 | 3.8 | 22.4 | 287 |
| **xDrive30d** | 254 | 143 | 6.7 | 42.2-42.8 | 172-176 |
| **xDrive40d** | 340 | 154 | 5.5 | 38.7-39.8 | 187-191 |

### iX 5dr SUV £77,305–£107,305 ★★★★☆
Comfort-conscious yet strong and athletic. A bold new flagship for BMW's EV family. **LxWxH** 4953x2230x1696 **Kerb weight** 2510kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **xDrive 40** | 326 | 124 | 6.1 | 256 | 0 |
| **xDrive 50** | 523 | 124 | 4.6 | 375 | 0 |
| **M60** | 623 | 155 | 3.8 | 346 | 0 |

### X7 5dr SUV £79,345–£97,790 ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **xDrive40i** | 338 | 155 | 6.1 | 28.7 | 249-250 |
| **xDrive M50i** | 523 | 155 | 4.7 | 22.1 | 283-291 |
| **xDrive40d** | 340 | 152 | 6.1 | 36.2 | 203-204 |

### Z4 2dr coupé £40,745–£53,850 ★★★★☆
Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **sDrive20i** | 195 | 155 | 6.6 | 39.8-40.4 | 160-161 |
| **sDrive30i** | 255 | 155 | 5.4 | 39.8 | 161-162 |
| **sDrive M40i** | 338 | 155 | 4.6 | 35.8 | 181 |

## BMW ALPINA

### B3/D3 4dr saloon/5dr estate £59,005–£74,100 ★★★★★
Buchloe's take on 3 Series makes a case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 BiTurbo** | 462 | 186-188 | 3.8-3.9 | 25.9 | 247 |
| **3.0 D3S** | 355 | 168-170 | 4.6-4.8 | 37.2 | 199 |

### B5/D5 4dr saloon/5dr estate £66,275–£99,900 ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.4 V8 BiTurbo** | 599 | 200-205 | 3.5-3.7 | 23.5 | 272 |
| **3.0 D5S** | 347 | 171 | 4.8 | 42.2 | 199 |

### B7 4dr saloon £126,000 ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.4 V8 BiTurbo** | 599 | 205 | 4.2 | 24.4 | 264 |

### B8 Gran Coupé 4dr saloon £136,500 ★★★★☆
Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.4 V8 BiTurbo** | 621 | 201 | 3.4 | 25.4 | 270 |

### XD3 5dr SUV £70,075 ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 BiTurbo** | 330 | 158 | 4.9 | 31.4 | 173 |

### XB7 5dr SUV £137,000 ★★★★☆
Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **4.4 V8 BiTurbo** | 621 | 180 | 4.2 | 23.5 | 274 |

## CATERHAM

### Seven 2dr open £26,490–£53,885 ★★★★⯪
The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **660cc Suzuki 170** | 84 | 105 | 6.9 | 58.4 | 109 |
| **2.0 Duratec 360** | 180 | 130 | 4.8 | na | na |
| **2.0 Duratec 420** | 210 | 136 | 3.8 | na | na |
| **2.0 Supercharged 620S** | 310 | 145 | 3.4 | na | na |
| **2.0 Supercharged 620R** | 310 | 155 | 2.8 | na | na |

## CHEVROLET

### Corvette 2dr coupé/2dr open £77,320–£89,530 ★★★★☆
Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **6.2 V8** | 475 | 185 | 3.5 | 23.3 | 277 |

## CITROEN

### Ami 2dr quadricycle £7695–£8895
Incredibly slow and basic but full of character and will perfectly suit some use cases. **LxWxH** 2410x1390x1520 **Kerb weight** 471kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **6kW 5.5kWh** | 8 | 28 | na | 43 | 0 |

### C3 5dr hatchback £12,995–£21,730 ★★★⯪☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 82** | 79 | 107 | 12.8 | 51.3 | 130-131 |
| **1.2 PureTech 110** | 107 | 117 | 9.3 | 52.3 | 129-131 |
| **1.5 BlueHDi 100** | 96 | 115 | 10.6 | 67.0 | 117-118 |

### C3 Aircross 5dr hatchback £20,075–£23,785 ★★★⯪☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 110** | 107 | 115 | 11.3 | 51.5 | 141-143 |
| **1.2 PureTech 130** | 127 | 124 | 10.4 | 47.3 | 150 |
| **1.5 BlueHDi 100** | 96 | 109 | 12.8 | 62.7 | 126-128 |

### C4 5dr hatchback £21,950–£34,995 ★★★☆☆
Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1247kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech** | 99 | 114 | 11.3 | 54.8 | 116 |
| **1.2 PureTech 130** | 128 | 130 | 8.9-9.4 | 50.2-54.7 | 117-127 |
| **1.2 PureTech 155** | 153 | 129 | 8.5 | 48.8 | 131 |
| **1.5 BlueHDi** | 108 | 120 | 10.9 | 68.7-69.1 | 114-115 |
| **1.5 BlueHDi 130** | 129 | 128 | 9.5 | 64.5-64.9 | 114-115 |
| **ë-C4 50kWh** | 134 | 93 | 9.7 | 227 | 0 |

### C5 Aircross 5dr SUV £26,175–£35,080 ★★★⯪☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 128 | 117 | 10.5 | 44.2 | 149-151 |
| **1.6 PureTech 225 PHEV** | 223 | 140 | 8.7 | 184.0 | 50 |
| **1.5 BlueHDI 130** | 129 | 117 | 10.4 | 57.3 | 138-139 |

### C5 X 5dr SUV £26,970–£39,140 ★★★★☆
An unconventional take on the conventional that brings comfort to the fore. **LxWxH** 4805x1865x1485 **Kerb weight** 1418kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 128 | 130 | 10.4 | 48.6 | 136 |
| **1.6 PureTech 180** | 181 | 143 | 8.1 | 43.9 | 147 |
| **1.6 PureTech 225 PHEV** | 223 | 145 | 7.8 | 186-236 | 30-34 |

### ë-Berlingo 5dr MPV £30,995–£32,995 ★★★☆☆
New electric version of venerable people carrier is suddenly the only one available. **LxWxH** 4403x1921x1849 **Kerb weight** 2440kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **50kWh** | 136 | 84 | 9.0 | 182 | 0 |

## CUPRA

### Born 5dr hatch £33,735–£39,195 ★★★⯪☆
Electric hot hatch shows promise and annoyance in equal measure. **LxWxH** 4322x1809x1540 **Kerb weight** 1736kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **58kWh** | 201 | 99 | 7.3 | 262-263 | 0 |

### Leon 5dr hatch £33,100–£40,485 ★★★⯪☆
PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.4 eHybrid** | 241 | 140 | 6.7 | 217.3 | 30-32 |
| **2.0 TSI** | 242 | 155 | 6.4 | 39.2 | 162-163 |
| **2.0 TSI 300** | 298 | 155 | 5.7 | 37.2 | 171-172 |

### Leon Estate 5dr estate £37,890–£43,290 ★★★★☆
More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** na

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.4 eHybrid** | 241 | 140 | 7 | 201.8 | 31-34 |
| **2.0 TSI 310** | 306 | 155 | 4.9 | 32.8-34.4 | 186 |

### Ateca 5dr hatch £41,070–£46,585 ★★★⯪☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 TSI 300** | 296 | 153 | 5.2 | 32.5 | 197 |

### Formentor 5dr SUV £29,880–£48,885 ★★★★☆
Bespoke-to-Cupra SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI 150** | 148 | 127 | 8.9 | 43.5-44.8 | 143-148 |
| **2.0 TSI 190** | 188 | 137 | 7.1 | 36.2-37.7 | 171-176 |
| **1.4 eHybrid 204** | 201 | 127 | 7.8 | 201.8-235 | 33-37 |
| **1.4 eHybrid 245** | 242 | 130 | 7.0 | 176.6-188 | 33-35 |
| **2.0 TSI 310** | 310 | 155 | 4.9 | 32.8-33.2 | 193-194 |

## DACIA

### Sandero 5dr hatch £12,295–£13,595 ★★★★☆
Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 TCe** | 90 | 111 | 11.7 | 53.3 | 120 |
| **1.0 TCe Bi-Fuel** | 99 | 114 | 11.6 | 52.3 | 123 |

### Sandero Stepway 5dr hatch £13,795–£15,895 ★★★⯪☆
A more expensive and slightly more rugged cheap car – but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 TCe** | 88 | 107 | 12 | 50.4 | 127 |
| **1.0 TCe 100 Bi-Fuel** | 99 | 109 | 11.9 | 48.7 | 130-131 |

**Duster** 5dr SUV £14,845–£21,995 ★★★★☆

A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x2052x1633 **Kerb weight** 1189kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TCe 90** | 89 | 103 | 13.5 | 46.3 | 139 |
| **1.3 TCe 130** | 128 | 120 | 10.6 | 45.6 | 141 |
| **1.3 TCe 150** | 148 | 125 | 9.7 | 44.8 | 143 |
| **1.0 TCe 100 Bi-Fuel** | 99 | 106 | 14.4 | na | 146 |
| **1.5 dCi 115** | 113 | 113 | 10.3 | 57.7 | 128 |
| **1.5 dCi 115 4x4** | 113 | 108 | 12.1 | 51.4 | 143 |

**Jogger** 5dr MPV £16,645–£18,745 ★★★★½

A real reason for families to flock to Dacia dealers. Basic to drive but very versatile. **LxWxH** 4547x1848x1632 **Kerb weight** 1205kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TCe** | 107 | 114 | 11.2 | 49.6 | 130-131 |

## DAVID BROWN AUTOMOTIVE

**Speedback GT** 3dr coupé £620,000 ★★★★☆

Classic looks are matched with lovely drive thanks to modern Jaguar hardware. **LxWxH** 4760x1860x1350 **Kerb weight** 1800kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **5.0 V8 Auto** | 601 | 155 | 4.8 | 23.0 | 292 |

## DS

**3 Crossback** 5dr SUV £23,990–£41,260 ★★★½☆

First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 100** | 98 | 112 | 10.9 | 80.4 | 127 |
| **1.2 PureTech 130** | 128 | 124 | 9.2 | 47.1 | 141 |
| **1.2 PureTech 155** | 153 | 129 | 8.2 | 46.6-52.0 | 127-143 |
| **1.5 BlueHDI 100** | 98 | 112 | 11.4 | 62.7 | 123 |
| **50kWh E-Tense** | 132 | 93 | 8.7 | 191-206 | 0 |

**4** 5dr hatch £26,860–£42,200 ★★★★☆

Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x2061x1470 **Kerb weight** 1352kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 128 | 130 | 9.3 | 41.4-48.6 | 132 |
| **1.6 PureTech 180** | 177 | 143 | 8.0 | 43.9 | 145 |
| **1.6 PureTech 225** | 223 | 146 | 7.9 | 43.7 | 146 |
| **1.6 E-Tense 225** | 223 | 145 | 7.7 | 176-232 | 27-35 |
| **1.5 BlueHDI 130** | 128 | 129 | 10.9 | 51.4-61.2 | 121-144 |

**7 Crossback** 5dr SUV £33,135–£55,200 ★★★½☆

DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 129 | 122 | 10.2 | 42.2-46.0 | 143-152 |
| **1.6 PureTech 180** | 178 | 137 | 8.3 | 42.2 | 152 |
| **1.6 E-Tense 225** | 223 | 140 | 8.9 | 157-176 | 36-41 |
| **1.6 E-Tense 4x4 300** | 295 | 149 | 5.9 | 176.6-201.8 | 32-40 |
| **1.5 BlueHDi 130** | na | 121 | 11.7 | 54.1-55.3 | 143 |

**9** 5dr saloon £41,335–£57,900 ★★★★☆

New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x2079x1460 **Kerb weight** 1540kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.6 PureTech 225** | 223 | 146 | 8.1 | 40.9 | 155 |
| **1.6 E-Tense 225** | 223 | 149 | 8.3 | 176-256 | 33-35 |
| **1.6 E-Tense 4x4** | 356 | 155 | 5.6 | 176-256 | 41-43 |

## FERRARI

**Portofino** 2dr open £166,295 ★★★★☆

The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.9T V8** | 591 | 199 | 3.5 | 14.7-28.0 | 230-436 |

**Roma** 2dr coupé £175,000 ★★★★½

Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.9T V8** | 612 | 199 | 3.4 | 14.7-28.0 | 230-436 |

**296 GTB** 2dr coupé £241,550 ★★★★★

Latest in a line of fabulous Ferraris gains EV ability but loses nothing in return. **LxWxH** 4656x1974x1301 **Kerb weight** 1470kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0T V6** | 819 | 205 | 2.9 | 44.1 | 149 |

**F8 Tributo** 2dr coupé/open £203,476 ★★★★★

The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.9T V8 Tributo** | 710 | 211 | 2.9 | 21.9 | 292 |

**812 Superfast** 2dr coupé/open £263,098–£446,970 ★★★★★

More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **6.5 V12** | 777 | 211 | 2.9 | 11.2-20.0 | 320 |
| **6.5 V12 Competizione** | 819 | 211 | 2.9 | 13.9 | 385 |

**SF90 Stradale** 2dr coupé/open £379,000–£425,000 ★★★★★

Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **4.0T V8** | 986 | 211 | 2.5 | 46.3 | 154 |

## FIAT

**Panda** 5dr hatch £13,655–£19,085 ★★★½☆

Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **0.9 Twinair 85** | 83 | 103-110 | 11.2-12.1 | 37.2 | 166-168 |
| **1.0 Mild Hybrid** | 69 | 96 | 14.7 | 50.4-52.3 | 126-132 |

**500** 3dr hatch/2dr open £17,175–£20,325 ★★★½☆

Super-desirable, cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 Mild Hybrid** | 69 | 104 | 13.8 | 53.3 | 119-121 |

**500** 3dr hatch/2dr open £24,435–£34,435 ★★★★☆

Shows that small EVs can be viable and can also be fun – to look at, to sit in and to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **Electric 24kWh** | 95 | 84 | 9.5 | 118 | 0 |
| **Electric 42kWh** | 118 | 93 | 9.0 | 199 | 0 |

**Tipo** 5dr hatch £19,605–£23,605 ★★★½☆

A '90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 100hp** | 98 | 119 | 11.8 | 51.4 | 125 |
| **1.0 Cross** | 98 | 114 | 12.2 | 49.6 | 130 |

**500L** 5dr MPV £18,555–£21,855 ★★★☆☆

A costly option but has some style to fill out some of its missing substance. **LxWxH** Na **Kerb weight** 1245kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.4 95hp** | 93 | 103-111 | 13.4 | 38.7-39.8 | 166-170 |

**500X** 5dr hatch £20,895–£27,615 ★★★½☆

Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1295kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 120hp** | 118 | 117 | 10.9 | 42.2-45.6 | 142-153 |
| **1.3** | 148 | 129 | 9.6 | 44.1§ | 145 |

## FORD

**Fiesta** 3dr/5dr hatch £17,905–£26,595 ★★★★½

Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.1 75** | 73 | 103 | 14.5 | 53.3 | 121 |
| **1.0 Ecoboost 100** | 98 | 112 | 10.8 | 53.3 | 120 |
| **1.0 Ecoboost MHEV 125** | 123 | 126 | 9.4 | 56.5 | 96-121 |
| **1.0 Ecoboost MHEV 155** | 153 | 136 | 8.9 | 55.4 | 104-123 |
| **1.5T Ecoboost 200 ST** | 197 | 144 | 6.5 | 42.8 | 149 |

**Focus** 5dr hatch £23,880–£34,960 ★★★★½

Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 Ecoboost MHEV 125** | 123 | 124 | 10.0-10.3 | 55.4 | 116 |
| **1.0 Ecoboost MHEV 155** | 152 | 129-131 | 9.2-9.5 | 55.4 | 116 |
| **2.3T Ecoboost 280 ST** | 276 | 155 | 5.7 | 34.3 | 187 |
| **1.5 EcoBlue 120** | 118 | 117-122 | 10.0-10.8 | 62.8 | 119-127 |

**Focus Estate** 5dr estate £24,660–£37,710 ★★★½☆

Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 Ecoboost 125** | 123 | 120-123 | 10.3-10.6 | 55.4 | 98-116 |
| **1.0 Ecoboost MHEV 155** | 152 | 127-130 | 9.4-9.7 | 55.4 | 116 |
| **2.3T Ecoboost 280 ST** | 276 | 155 | 5.8-6.0 | 35.3 | 183 |
| **1.5 EcoBlue 120** | 118 | 118-120 | 10.3-11.1 | 62.8 | 119 |
| **1.5 EcoBlue 150** | 148 | 127-129 | 8.7-9.3 | 60.1 | 125 |
| **2.0 EcoBlue 190 ST** | 188 | 137 | 7.7 | 50.4 | 148 |

**Ecosport** 5dr SUV £22,310–£23,510 ★★★☆☆

Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0T Ecoboost 125** | 123 | 111 | 11.0-11.6 | 47.1 | 135 |
| **1.0T Ecoboost 140** | 138 | 115 | 10.2 | 47.1 | 136 |

**Puma** 5dr SUV £23,655–£33,125 ★★★★☆

Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0T Ecoboost MHEV 125** | 123 | 119 | 9.8 | 50.4 | 127 |
| **1.0T Ecoboost MHEV 155** | 153 | 124 | 8.9 | 50.4 | 127 |
| **1.5 Ecoboost ST** | 198 | 137 | 6.7 | 41.5 | 155 |

**Kuga** 5dr SUV £28,755–£39,655 ★★★★☆

All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5T Ecoboost 150** | 148 | 121 | 9.7 | 41.5-42.8 | 151 |
| **2.5 FHEV** | 198 | 122 | 9.1 | 51.4 | 125 |
| **2.5 PHEV** | 223 | 125 | 9.2 | 201.8 | 32 |

**S-Max** 5dr MPV £38,540–£43,800 ★★★★☆

Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5 FHEV 190** | 188 | 115 | 9.8 | 44.1 | 147 |

**Galaxy** 5dr MPV £40,700 ★★★½☆

Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5 FHEV 190** | 188 | 115 | 10.0 | 43.5 | 148 |

**Mustang Mach-E** 4dr crossover £47,530–£68,030 ★★★★☆

Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **68kWh Standard RWD** | 265 | 111 | 6.1 | 273 | 0 |
| **68kWh Standard AWD** | 265 | 111 | 5.6 | 248 | 0 |
| **88kWh Extended RWD** | 290 | 111 | 6.2 | 379 | 0 |
| **88kWh Extended AWD** | 346 | 111 | 5.1 | 335 | 0 |
| **88kWh GT AWD** | 487 | 124 | 4.4 | 310 | 0 |

**Mustang** 2dr coupé/open £50,075–£60,075 ★★★★☆

American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **5.0 V8** | 444 | 155 | 4.8 | 23.5-23.9 | 268-274 |
| **5.0 V8 Mach-1** | 453 | 163 | 4.6 | 22.8 | 260 |

**GT** 2dr coupé £420,000 ★★★★☆

The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.5 V6 Ecoboost** | 650 | 216 | 3.0 | na | na |

**Ranger** 4dr pick-up £24,369–£47,889 ★★★★☆

Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 EcoBlue 130** | 128 | 106 | 13.5 | 42.8 | 173 |
| **2.0 EcoBlue 170** | 158 | 109 | 11.8 | 40.4-43.5 | 184-207 |
| **2.0 EcoBlue 213** | 210 | 106 | 10.5 | 30.7 | 201-233 |
| **3.2 Duratorq TDCI 200** | 197 | 109 | 10.6 | 32.1-36.2 | 221-231 |

## GENESIS

**G70** 4dr saloon £33,450–£40,480 ★★★½☆

Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0T 197** | 197 | 139 | 9.1 | 35.4 | 181 |
| **2.0T 245** | 245 | 149 | 6.1 | 35.4 | 181 |
| **2.2D 200** | 200 | 143 | 7.4 | 44.5 | 166 |

**G70 Shooting Brake** 5dr estate £35,325–£41,480 ★★★★☆

Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0T 197** | 197 | 135 | 9.3 | 32.5-34.0 | 193-204 |
| **2.0T 245** | 245 | 146 | 6.4 | 32.5-34.0 | 193-204 |
| **2.2D 200** | 198 | 140 | 7.7 | 41.8 | 175 |

**GV70** 5dr SUV £39,450–£44,370 ★★★★☆

Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5T** | 301 | 149 | 6.1 | 29.7 | 216 |
| **2.2D** | 207 | 133 | 7.9 | 40.0 | 185 |

**G80** 4dr saloon £44,125–£49,325 ★★★★☆

A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5T** | 301 | 155 | 6.0 | 31.0 | 205 |
| **2.2D** | 207 | 147 | 8.0 | 44.8 | 164 |

**GV80** 5dr SUV £58,320–£73,720 ★★★½☆

Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5T** | 301 | 147 | 7.7 | 26.2 | 240 |
| **3.0D** | 278 | 143 | 7.5 | 33.2 | 220 |

## GORDON MURRAY AUTOMOTIVE

**T33** 2dr coupé £1,400,000

Smaller, even more daily-usable sibling of the T50 with the same glorious engine. **LxWxH** na **Kerb weight** 1090kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **4.0 V12** | 607 | na | na | na | na |

**T50** 2dr coupé £2,800,000

Ultra-lightweight, V12-powered spritual successor to legendary McLaren F1. **LxWxH** 4352x1850x1164 **Kerb weight** 986kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **4.0 V12** | 650 | na | na | na | na |

## HONDA

**E** 5dr hatch £34,365–£36,865 ★★★½☆

Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **36kWh** | 136 | 90 | 9.0 | 137 | 0 |
| **36kWh Advance** | 154 | 90 | 8.3 | 136 | 0 |

**Jazz** 5dr hatch £20,450–£25,940 ★★★★☆

Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 i-MMD** | 109 | 108 | 9.4-9.9 | 62.8 | 102-110 |

**Civic** 5dr hatch £22,655–£40,220 ★★★★☆

A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 VTEC Turbo 126** | 124 | 125-126 | 10.2-11.2 | 47.9 | 124-141 |
| **2.0 VTEC Turbo Type R** | 315 | 169 | 5.8 | 33.2 | 191-193 |

**HR-V** 5dr SUV £28,835–£33,835 ★★★½☆

Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 eHEV** | 131 | 106 | 10.7 | 52.3 | 122 |

**CR-V** 5dr SUV £31,555–£40,505 ★★★★☆

Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 i-MMD hybrid** | 181 | 112 | 9.2 | 38.2 | 162 |

**NSX** 2dr coupé £150,195 ★★★★½

Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.5 V6 hybrid** | 573 | 191 | 2.9 | 26.4 | 242 |

## HYUNDAI

**i10** 5dr hatch £13,430–£16,480 ★★★★☆

The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 MPi** | 67 | 97 | 14.6 | 53.3 | 114-120 |
| **1.0 T-GDi** | 99 | 115 | 10.5 | 52.3 | 123 |
| **1.2 MPi** | 84 | 106 | 12.6 | 51.4 | 124 |

**i20** 5dr hatch £19,035–£25,250 ★★★★☆

Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi 100** | 98 | 117 | 10.4 | 47.9-49.6 | 120 |
| **1.0 T-GDi 48V MHD 100** | 98 | 117 | 10.4 | 54.3-55.4 | 115-118 |
| **1.0 T-GDi 48V MHD 120** | 118 | 115 | 10.2 | 53.3 | 120 |
| **1.6 T-GDi N** | 201 | 142 | 6.7 | 40.4 | 158 |

**i30** 5dr hatch £21,260–£34,095 ★★★½☆

As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi 120** | 118 | 118 | 11.1 | 45.6 | 121-122 |
| **1.5 T-GDi** | 157 | 130 | 8.6 | 42.2-46.3 | 142 |
| **2.0 T-GDi 275 N Performance** | 272 | 155 | 6.1 | 34.0 | 188 |
| **1.6 CRDi 115** | 113 | 118 | 11.0-11.2 | 58.9-60.1 | 121-122 |

**i30 Fastback** 4dr saloon £25,960–£34,845 ★★★½☆

Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 T-GDi** | 157 | 130 | 8.6 | 49.6-52.3 | 141-151 |
| **2.0 T-GDi 275 N Performance** | 272 | 155 | 6.1 | 34.0 | 188 |

**i30 Tourer** 5dr estate £22,010–£24,960 ★★★½☆

Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi 120** | 118 | 117 | 11.4 | 47.9-49.6 | 130-139 |

**Bayon** 5dr SUV £20,530–£24,780 ★★★★☆

Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi 48V MHEV** | 98 | 113 | 10.7 | 53.3 | 120-121 |
| **1.0 T-GDi 48V MHEV 120** | 118 | 115 | 10.4 | 53.3 | 121 |

**Kona** 5dr SUV £21,625–£37,900 ★★★★☆

Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi 120** | 118 | 112 | 12.0 | 44.1-44.8 | 142-147 |
| **1.6 GDi Hybrid** | 134 | 119 | 10.2 | 52.3 | 114-123 |
| **2.0 T-GDi N** | 278 | 149 | 5.5 | 32.8 | 194 |
| **Electric 39kWh** | 134 | 96 | 9.6 | 180 | 0 |
| **Electric 64kWh** | 201 | 104 | 7.6 | 280 | 0 |

**Ioniq 5** 5dr SUV £39,400–£56,400 ★★★★☆

Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **58kWh** | 170 | 115 | 8.5 | 240 | 0 |
| **73kWh** | 217 | 115 | 7.4 | 300 | 0 |
| **73kWh AWD** | 305 | 115 | 5.2 | 268 | 0 |

**Tucson** 5dr SUV £29,140–£41,600 ★★★★☆

Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.6 T-GDi 150** | 148 | 117 | 10.3 | 40.9 | 156 |
| **1.6 T-GDi 48V MHEV 150** | 148 | 117 | 9.6 | 43.5 | 144-151 |
| **1.6 T-GDi 48V MHEV 180** | 178 | 125 | 9.0 | 39.8 | 162 |
| **1.6 T-GDi Hybrid** | 228 | 120 | 8.0 | 50.4 | 127 |
| **1.6 T-GDi Plug-in hybrid** | 263 | 119 | 8.6 | 201.8 | 31 |

**Santa Fe** 5dr SUV £40,685–£49,160 ★★★½☆

Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.6 T-GDi Hybrid** | 228 | 116 | 8.9-9.1 | 42.2 | 145-168 |
| **1.6 T-GDi Plug-in hybrid** | 262 | 116 | 8.8 | 173.7 | 37 |

**Nexo** 5dr SUV £69,495 ★★★½☆

Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **95kW Fuel Cell** | 161 | 130 | 9.6 | 42.0mpkg | 0 |

## INEOS

**Grenadier** 6dr SUV £54,900–£61,900

Has bags of charm on the road and is virtually unbeatable off it. **LxWxH** 4896x1930x2036 **Kerb weight** 2669kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0T 6dr Auto** | 282 | 99 | 8.6 | 21.4 | 299 |
| **3.0TD 6dr Auto** | 245 | 99 | 9.9 | 27.4 | 268 |

## JAGUAR

**XE** 4dr saloon £32,205–£42,345 ★★★★½

Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 P300 AWD** | 296 | 155 | 5.9 | 30.8-32.4 | 197-207 |
| **2.0 D200** | 198 | 146 | 7.3 | 54.0-57.7 | 128-137 |

**XF** 4dr saloon £35,100–£47,730 ★★★★½

Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 P250** | 246 | 155 | 6.9 | 33.0-34.9 | 183-193 |
| **2.0 P300 AWD** | 296 | 155 | 6.1 | 31.2-32.8 | 194-204 |
| **2.0 D200** | 198 | 146 | 7.6 | 52.8-56.5 | 131-140 |
| **2.0 D200 AWD** | 198 | 143 | 7.8 | 48.9-51.3 | 128-137 |

**XF Sportbrake** 5dr estate £37,240–£47,730 ★★★★½

Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 P250** | 246 | 150 | 7.1 | 32-33.7 | 189-199 |
| **2.0 P300 AWD** | 296 | 155 | 6.2 | 29.9-31.2 | 204-213 |
| **2.0 D200** | 198 | 143 | 7.8 | 50.7-53.7 | 138-146 |
| **2.0 D200 AWD** | 198 | 143 | 8.0 | 47.0-49.1 | 151-157 |

**F-Type** 2dr coupé £56,110–£100,135 ★★★★½

A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 P300** | 296 | 155 | 5.7 | 29.9 | 215 |
| **5.0 P450** | 444 | 177 | 4.6 | 26.0-26.8 | 239-246 |
| **5.0 P575** | 518 | 186 | 3.7 | 26.4 | 243 |

**F-Type Convertible** 2dr open £64,760–£105,330 ★★★★½

Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 P300** | 296 | 155 | 5.7 | 29.6 | 217 |
| **5.0 P450** | 444 | 177 | 4.6 | 26.0-26.6 | 241-247 |
| **5.0 P575** | 518 | 186 | 3.7 | 26.4 | 243 |

**E-Pace** 5dr SUV £45,135–£51,260 ★★★½☆

Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 P250** | 245 | 143 | 6.6 | 29.8 | 215 |
| **2.0 P300** | 295 | 151 | 5.9 | 28.3 | 226 |
| **1.5 P300e** | 305 | 134 | 6.5 | 143.1 | 44 |
| **2.0 D165** | 163 | 128 | 10.0 | 43.4-45.4 | 163 |
| **2.0 D165 AWD** | 163 | 124 | 9.8 | 42.9-43.4 | 171-172 |
| **2.0 D200 AWD** | 201 | 131 | 8.4 | 42.9-43.0 | 170-173 |

**F-Pace** 5dr SUV £40,705–£81,510 ★★★★☆

Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 P250 AWD** | 246 | 135 | 7.3 | 30.4 | 214-220 |
| **3.0 P400 AWD** | 394 | 155 | 5.4 | 28.8 | 222-230 |
| **2.0 P400e AWD** | 398 | 149 | 5.3 | 112.5 | 51-55 |
| **5.0 V8 SVR 550 AWD** | 548 | 178 | 4.0 | 23.1 | 275 |
| **2.0 D165 AWD** | 163 | 121 | 9.9 | 45.4 | 165-171 |
| **2.0 D200 AWD** | 197 | 130 | 8.0 | 45.4 | 165-171 |
| **3.0 D300 AWD** | 296 | 143 | 6.4 | 38.1 | 195-202 |

**I-Pace** 5dr SUV £65,620–£76,920 ★★★★½

Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **EV400** | 398 | 124 | 4.5 | 292 | 0 |

## JEEP

**Compass** 5dr SUV £29,895–£40,895 ★★★☆☆

Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.3** | 128 | 119 | 10.3 | 39.2-42.2 | 153 |
| **1.5 48V MHEV** | 128 | 120 | 10.0 | 47.1-50.4 | 133-140 |
| **1.3 4xe PHEV** | 238 | 124 | 7.3 | 141-156 | 44-47 |

**Renegade** 5dr SUV £25,640–£36,750 ★★★½☆

Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 GSE T3 120** | 118 | 115 | 11.2 | 38.2 | 151 |
| **1.3 GSE T4 150** | 148 | 122 | 9.4 | 38.2-39.8 | 151 |
| **1.3 Turbo 4xe** | 188 | 113 | 7.5 | 122.8-134.5 | 42-49 |
| **1.3 Turbo 4xe Trailhawk** | 238 | 124 | 7.1 | 117.7-128.4 | 51-53 |

**Wrangler** 2dr/4dr SUV £54,400–£59,400 ★★★★☆

Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 GME** | 265 | 110 | 7.3-7.6 | 25.4-26.4 | 248-254 |

## KIA

**Picanto** 5dr hatch £11,810–£16,610 ★★★★☆

A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0** | 66 | 100 | 16.6 | 53.3 | 119 |
| **1.0 T-GDi** | 99 | 112 | 9.9 | 48.7 | 120 |

**Rio** 5dr hatch £14,460–£20,960 ★★★½☆
More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 DPi** | 83 | 108 | 12.7 | 52.3 | 120-122 |
| **1.0 T-GDi** | 99 | 115 | 10.0 | 53.3 | 120 |
| **1.0 T-GDi 48V** | 118 | 118 | 9.8 | 51.4 | 118-125 |

**Ceed** 5dr hatch £20,465–£27,595 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi 118** | 116 | 116 | 10.9 | 47.9-50.4 | 122-126 |
| **1.5 T-GDi 158** | 156 | 128-130 | 8.6-8.9 | 43.5-46.3 | 129-135 |
| **1.6 T-GDi 201** | 198 | 142 | 7.5 | 38.2 | 153 |
| **1.6 CRDi 48V** | 134 | 124 | 9.8 | 57.6 | 118-120 |

**Ceed Sportswagon** 5dr estate £21,165–£27,595 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi 118** | 116 | 118 | 10.9 | 47.1 | 121-127 |
| **1.5 T-GDi 158** | 156 | 128-130 | 8.6-8.9 | 43.5-46.3 | 131 |
| **1.6 CRDi 48V** | 134 | 124 | 10.0 | 57.6 | 121-126 |

**Proceed** 5dr hatch £25,840–£30,660 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 T-GDi 158** | 156 | 128-130 | 8.6-8.9 | 43.5-46.3 | 131-136 |
| **1.6 T-GDi 201** | 198 | 140 | 7.2 | 39.3 | 163 |

**Xceed** 5dr hatch £21,265–£35,105 ★★★½☆
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1332kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi 118** | 116 | 115 | 10.9 | 45.6 | 140-146 |
| **1.5 T-GDi 158** | 156 | 129 | 8.7 | 44.8 | 142-143 |
| **1.6 GDi PHEV** | 137 | 99 | 10.6 | 217.3 | 38 |

**Stonic** 5dr SUV £19,260–£23,310 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 T-GDi** | 116 | 115 | 9.9 | 46.3-47.1 | 137 |

**Niro** 5dr SUV £27,745–£38,275 ★★★½☆
Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.6 GDi Hybrid** | 137 | 101 | 11.1 | 58.9 | 110-120 |
| **1.6 GDi Hybrid PHEV** | 137 | 107 | 10.4 | 201.8 | 29 |
| **39kWh e-Niro** | 132 | 96 | 9.5 | 180 | 0 |
| **64kWh e-Niro** | 198 | 104 | 7.5 | 282 | 0 |

**Soul EV** 5dr hatch £34,995 ★★★★☆
Electric-only hatch with looks that divide opinion, but competitive range. **LxWxH** 4220x1825x1605 **Kerb weight** 1757kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **64kWh** | 201 | 104 | 7.6 | 280 | 0 |

**Sportage** 5dr SUV £26,775–£43,795 ★★★½☆
Does refinement, handling precision, tech, space and alternative style well. **LxWxH** 4515x1865x1650 **Kerb weight** 1715kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.6T GDi** | 148 | 117 | 9.9 | 41.5 | 154 |
| **1.6T GDi 48V** | 148 | 117 | 9.3 | 41.5 | 146 |
| **1.6T GDi 48V DCT AWD** | 148 | 117 | 9.4 | 40.4 | 158 |
| **1.6T GDi HEV** | 226 | 120 | 7.7 | 49.6 | 129 |
| **1.6T GDi HEV AWD** | 226 | 120 | 8.0 | 44.1 | 146 |
| **1.5T GDi PHEV AWD** | 261 | 119 | 7.9 | 252 | 25 |
| **1.6 CRDi** | 113 | 108 | 11.7 | 53.3 | 138 |
| **1.6 CRDi 48V** | 134 | 112 | 11.0 | 54.3 | 135 |

**EV6** 5dr SUV £41,695–£59,995 ★★★★☆
Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **77.4kWh** | 226 | 114 | 7.3 | 328 | 0 |
| **77.4kWh AWD** | 321 | 116 | 5.2 | 300 | 0 |

**Sorento** 5dr SUV £40,590–£54,695 ★★★½☆
Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.6 T-GDi HEV** | 226 | 119 | 8.7 | 40.9 | 158-166 |
| **1.6 T-GDi PHEV** | 261 | 119 | 8.4 | 176.6 | 38 |
| **2.2 CRDi** | 199 | 127 | 9.1 | 42.2 | 176 |

**Stinger GT-S** 4dr saloon £44,160 ★★★½☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.3 V6 T-GDi** | 360 | 168 | 4.7 | 27.7 | 233 |

## KTM

**X-Bow** 0dr open £57,345–£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 R** | 290 | 143 | 3.9 | na | na |
| **2.0 GT** | 280 | 143 | 4.1 | na | na |

## LAMBORGHINI

**Huracán** 2dr coupé/open £167,300–£262,432 ★★★★☆
Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **5.2 V10 Evo RWD** | 608 | 202 | 3.3 | 20.5 | 330-335 |
| **5.2 V10 Evo** | 631 | 201 | 2.9 | 20.3 | 332-338 |
| **5.2 V10 STO** | 631 | 202 | 3.0 | 20.3 | 331 |

**Aventador** 2dr coupé/open £274,226–£439,921 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **6.5 V12 S** | 730 | 217 | 2.9 | 15.4 | 499 |
| **6.5 V12 SVJ** | 759 | 217 | 2.8 | 15.8 | 486 |
| **6.5 Ultimae** | 778 | 221 | 2.8 | 13.0 | 442 |

**Urus** 5dr SUV £177,417–£197,270 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 631 | 189 | 3.6 | 22.2 | 325 |

## LAND ROVER

**Defender 90** 5dr SUV £62,040–£106,210 ★★★★½
Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 P400** | 398 | 119 | 6.0 | 25.6 | 256 |
| **5.0 P525** | 518 | 119 | 5.2 | 19.3-19.5 | 327-330 |
| **3.0 D250** | 246 | 117 | 8.0 | 32.8 | 226-227 |
| **3.0 D300** | 296 | 119 | 6.7 | 32.7 | 226 |

**Defender 110** 5dr SUV £62,495–£108,910 ★★★★½
Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 P400** | 398 | 119 | 6.1 | 24.6-24.7 | 260-261 |
| **2.0 P400e** | 398 | 119 | 5.6 | 85.6 | 77 |
| **5.0 P525** | 518 | 119 | 5.2 | 19.1 | 334 |
| **3.0 D250** | 246 | 117 | 8.3 | 32.2 | 230 |
| **3.0 D300** | 296 | 119 | 7.0 | 32.2 | 230 |

**Range Rover Evoque** 5dr SUV £32,620–£56,625 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 P200** | 198 | 134 | 8.0 | 31.7 | 201 |
| **2.0 P250** | 248 | 143 | 7.0 | 31.6 | 201 |
| **2.0 P300** | 298 | 150 | 6.3 | 31.3 | 203 |
| **1.5 P300e** | 298 | 132 | 6.4 | 166.2-193.5 | 33-38 |
| **2.0 D165** | 163 | 120 | 10.1 | 43.4-45.9 | 160-171 |
| **2.0 D200** | 201 | 120 | 8.5 | 43.8 | 169 |

**Range Rover Velar** 5dr SUV £52,100–£73,815 ★★★★☆
The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 P250** | 248 | 135 | 7.5 | 27.8-29.2 | 217-229 |
| **3.0 P400** | 394 | 155 | 5.5 | 27.3-28.0 | 227-230 |
| **2.0 P400e** | 398 | 149 | 5.4 | na | na |
| **2.0 D200** | 201 | 130 | 8.2 | 41.6 | 168-178 |
| **3.0 D300 MHEV** | 296 | 143 | 6.5 | 36.1-37.2 | 199-205 |

**Range Rover Sport** 5dr SUV £79,125–£114,990 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 P400** | 398 | 140 | 6.2 | 27.4 | 234 |
| **5.0 V8 P575 SVR** | 572 | 176 | 4.5 | 19.6 | 331 |
| **2.0 D250** | 248 | 130 | 8.5 | 33.1-33.3 | 224-239 |
| **3.0 D300** | 298 | 130 | 7.3 | 34.1 | 220-247 |
| **3.0 D350** | 348 | 140 | 6.9 | 29.8 | 249 |

**Range Rover** 5dr SUV £99,375–£178,220 ★★★★½
Seminal luxury SUV's new generation covers even more bases than before. **LxWxH** 5052x2047x1870 **Kerb weight** 2379kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 P400** | 398 | 150 | 5.8-6.1 | 28.5-29.3 | 218-225 |
| **3.0 P440e** | 438 | 140 | 6.0 | 321.9 | 20-21 |
| **3.0 P510e** | 508 | 150 | 5.5 | 318.4 | 20-21 |
| **4.4 P530 V8** | 527 | 155 | 4.6-4.8 | 24.0-24.2 | 264-267 |
| **3.0 D300** | 289 | 135 | 6.9 | 35.8-36.7 | 204-207 |
| **3.0 D350** | 348 | 145 | 6.1-6.3 | 35.1-36.5 | 203-211 |

**Discovery Sport** 5dr SUV £33,125–£53,510 ★★★★½
Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 P250** | 247 | 140 | 8.1 | 30.1 | 211 |
| **2.0 P290** | 288 | 144 | 7.5 | 29.7 | 214 |
| **1.5 P300e** | 298 | 130 | 6.6 | 143.4-158.6 | 40-44 |
| **2.0 D165** | 162 | 112 | 10.6 | 41.5 | 179 |
| **2.0 D200** | 201 | 117 | 8.9 | 41.5 | 179 |

**Discovery** 5dr SUV £55,175–£73,935 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 P360** | 355 | 130 | 6.5 | 26.0-26.4 | 241-245 |
| **3.0 D250** | 246 | 120 | 8.1 | 33.4-33.7 | 220-222 |
| **3.0 D300** | 296 | 130 | 6.8 | 33.2-33.5 | 221-223 |

## LEXUS

**ES** 4dr saloon £38,765–£52,315 ★★★½☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.5 VVT-i ES 300h** | 218 | 112 | 8.9 | 53.2 | 119 |

**LS** 4dr saloon £82,175–£108,680 ★★★½☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.5 V6 VVT-i LS 500h** | 348 | 155 | 5.4 | 30.7-36.6 | 175-208 |

**RC F** 2dr coupé £68,620–£84,120 ★★★½☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **5.0 V8** | 470 | 168 | 4.5 | 23.9 | 268 |

**LC** 2dr coupé/open £86,350–£105,845 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **5.0 V8 LC 500** | 457 | 168 | 4.7 | 24.3 | 262 |
| **3.5 V6 LC 500h** | 354 | 155 | 5.0 | 34.8 | 184 |

**UX** 5dr SUV £25,960–£45,125 ★★★½☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 UX 250h** | 181 | 110 | 8.5 | 50.4 | 126 |
| **2.0 UX 250h E4** | 181 | 110 | 8.7 | 47.0 | 136 |
| **UX 300e 150kWh** | 201 | 100 | 7.5 | 195 | 0 |

**NX** 5dr SUV £39,760–£58,200 ★★★★☆
PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.5 NX 350h** | 242 | 124 | 7.7 | 44.1 | 145 |
| **2.5 NX 450h+ PHEV** | 306 | 124 | 6.3 | 256-313 | 20-26 |

**RX** 5dr SUV £56,215–£68,065 ★★★½☆
Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.5 V6 RX 450h** | 308 | 124 | 7.7 | 34.4 | 185 |

## LOTUS

**Emira** 2dr coupé £73,890–£80,285
Charged with replacing the entire outgoing Lotus range. We've yet to test it. **LxWxH** 4413x1895x1226 **Kerb weight** 1405kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 360** | 360 | 176 | 4.2 | na | 195 |
| **3.0 400** | 400 | 180 | 4.3 | 29.1 | 243 |

## MASERATI

**Ghibli** 4dr saloon £66,575–£123,420 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 Hybrid** | 325 | 158 | 5.7 | 33.2 | 192 |
| **3.0 V6** | 345 | 166 | 5.5 | 25.2 | 254 |
| **3.0 V6 S** | 424 | 178 | 4.9 | 25.0 | 254 |
| **3.8 V8** | 572 | 203 | 4.3 | 23.0 | 279 |

**Quattroporte** 4dr saloon £89,710–£147,420 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 V6** | 345 | 168 | 5.5 | 25.0 | 257 |
| **3.0 V6 S** | 424 | 179 | 5.0 | 24.8 | 257 |
| **3.8 V8** | 572 | 203 | 4.5 | 23.2 | 277 |

**Grecale** 5dr SUV £56,895–£95,405 ★★★½☆
For all its promise and character, it needs work if it's to trouble the Porsche Macan. **LxWxH** 4847x1979x1667 **Kerb weight** na

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **48V MHEV 300 Auto** | 296 | 149 | 5.6 | 32.5 | 198 |
| **48V MHEV 330 Auto** | 325 | 149 | 5.3 | 32.1 | 199 |
| **V6 Trofeo Auto** | 523 | 177 | 3.8 | 25.2 | 254 |

**Levante** 5dr SUV £69,875–£142,420 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 V6** | 339 | 156 | 6.0 | 22.6 | 283 |
| **3.0 V6 S** | 424 | 164 | 5.2 | 22.4 | 286 |
| **3.8 V8 GTS** | 526 | 180 | 4.3 | 17.9 | 357 |
| **3.8 V8 Trofeo** | 572 | 186 | 4.1 | 17.8 | 359 |

**MC20** 2dr coupé £189,640 ★★★★½
A triumphant return to the supercar ranks: fast and thrilling, yet approachable. **LxWxH** 4669x1981x1693 **Kerb weight** 1475kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 V6** | 621 | 203 | 2.9 | 24.6 | 262 |

## MAZDA

**2** 5dr hatch £17,205–£21,575 ★★★★☆
Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1515 **Kerb weight** 1141kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 Skyactiv-G 75** | 74 | 106 | 12.1 | 49.6 | 121 |
| **1.5 e-Skyactiv-G** | 88 | 114 | 9.8 | 60.1 | 107 |
| **1.5 e-Skyactiv-G 115** | 113 | 124 | 9.1 | 56.5 | 113 |

**3** 5dr hatch £23,265–£30,465 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 e-Skyactiv-G** | 120 | 122 | 10.4 | 50.4 | 124-127 |
| **2.0 e-Skyactiv-X 186** | 183 | 134 | 8.1 | 53.3 | 118-121 |

**3 saloon** 4dr saloon £26,265–£30,465 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4460x1795x1440 **Kerb weight** 1405kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 e-Skyactiv-X 186** | 183 | 134 | 8.1 | 56.5 | 114-117 |

**6** 4dr saloon £26,340–£33,720 ★★★½☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 Skyactiv-G** | 143 | 129 | 9.9 | 42.2 | 152 |
| **2.0 Skyactiv-G** | 163 | 134 | 9.4 | 42.2 | 152 |
| **2.0 Skyactiv-G GT** | 191 | 142 | 8.1 | 38.2 | 167 |

**6 Tourer** 5dr estate £27,340–£35,080 ★★★½☆
Attractively styled and spacious inside, but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 Skyactiv-G** | 143 | 128 | 10.0 | 41.5 | 155 |
| **2.0 Skyactiv-G** | 163 | 133 | 9.4 | 41.5 | 155 |
| **2.0 Skyactiv-G GT** | 191 | 139 | 8.1 | 37.2 | 172 |

**CX-30** 5dr SUV £24,645–£34,555 ★★★★☆
Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 e-Skyactiv-G** | 120 | 116 | 10.6 | 47.9 | 134 |
| **2.0 e-Skyactiv-X 186** | 183 | 127 | 8.3 | 50.4 | 127 |

**MX-30** 5dr SUV £30,050–£34,995 ★★★★☆
Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **35.5kWh** | 143 | 87 | 9.7 | 124 | 0 |

**CX-5** 5dr SUV £29,245–£40,505 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 165** | 162 | 125 | 10.3 | 38.7 | 152-154 |
| **2.5 194** | 191 | 121 | 9.2 | 35.3 | 182 |
| **2.2d 150** | 148 | 127 | 9.9 | 50.4 | 151-154 |
| **2.2d 184** | 181 | 129 | 9.3 | 42.8 | 175 |

**CX-60** 5dr SUV £43,950–£48,050 ★★★★☆
Feels upmarket inside and combines tidy handling with easy pace. **LxWxH** 4745x1890x1680 **Kerb weight** 1995kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.5 PHEV 4WD Auto** | 323 | 124 | 5.8 | 188.3 | 33 |

**MX-5** 2dr open £25,725–£31,860 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 Skyactiv-G 132** | 129 | 127 | 8.3 | 44.1 | 142 |
| **2.0 Skyactiv-G 184** | 181 | 136 | 6.5 | 40.4 | 153 |

**MX-5 RF** 2dr open £27,625–£33,960 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 Skyactiv-G 132** | 129 | 126 | 8.6 | 44.1 | 142 |
| **2.0 Skyactiv-G 184** | 181 | 124-126 | 7.9-8.7 | 37.7-40.4 | 155 |

## McLAREN

**Artura** 2dr coupé £189,200 ★★★★½
A technical marvel that wears its hybrid tech lightly. **LxWxH** 4539x1976x1193 **Kerb weight** 1498kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 V6 PHEV** | 671 | 205 | 3.0 | 61.5 | 104 |

**720S** 2dr coupé/open £221,800–£250,290 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 710 | 212 | 2.9 | 23.2 | 276 |

**765LT** 2dr coupé £312,800 ★★★★½
Longtail treatment puts a deliciously sharp edge on the 720S. **LxWxH** 4600x2161x1159 **Kerb weight** 1419kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 755 | 205 | 2.8 | 23.0 | 280 |

**GT** 2dr coupé £165,300 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **4.0 V8** | 612 | 204 | 3.2 | 23.7 | 270 |

## MERCEDES-BENZ

**A-Class** 5dr hatch £26,550–£58,728 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.3 A180** | 134 | 134 | 9.2 | 47.9 | 134-138 |
| **1.3 A200** | 161 | 140 | 8.2 | 47.9 | 135-145 |
| **2.0 A250** | 221 | 155 | 6.2 | 41.5 | 155-165 |
| **2.0 A250e** | 215 | 146 | 6.6 | 256.8 | 25 |
| **2.0 AMG A35 4Matic** | 302 | 155 | 4.7 | 33.6-35.8 | 184-193 |
| **2.0 AMG A45 S 4Matic+** | 415 | 168 | 3.9 | 33.6 | 204-207 |
| **1.5 A180d** | 114 | 126 | 10.0 | 62.8 | 127-130 |
| **2.0 A200d** | 148 | 137 | 8.1 | 58.9 | 129-139 |

**A-Class Saloon** 4dr saloon £28,245–£47,135 ★★★½☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.3 A180** | 134 | 134 | 8.9 | 42.8-48.7 | 133-137 |
| **1.3 A200** | 161 | 143 | 8.3 | 48.7 | 133-137 |
| **2.0 A250** | 221 | 155 | 6.3 | 42.2 | 154-156 |
| **2.0 A250e** | 215 | 149 | 6.7 | 256.8 | 25 |
| **2.0 AMG A35 4Matic** | 302 | 155 | 4.8 | 32.9-36.7 | 177-187 |
| **1.5 A180d** | 114 | 128 | 10.2 | 56.5-64.2 | 126-129 |
| **2.0 A200d** | 148 | 141 | 8.2 | 58.9 | 127-131 |

**CLA** 4dr saloon £33,070–£60,965 ★★★★☆
It may use A-Class underpinnings, but it's engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.3 CLA 180** | 133 | 134 | 9.0 | 47.9 | 138-140 |
| **1.3 CLA 200** | 161 | 142 | 8.2 | 42.8-47.9 | 138-140 |
| **1.3 CLA 250e** | 215 | 149 | 6.8 | 282.5 | 23 |
| **2.0 CLA 250** | 222 | 155 | 6.3 | 38.7-42.2 | 154-155 |
| **2.0 AMG CLA 35 4Matic** | 302 | 155 | 4.9 | 34.9-37.2 | 177-187 |
| **2.0 AMG CLA 45 S 4Matic+** | 415 | 168 | 4.0 | 33.2 | 200-202 |
| **2.0 CLA 220d** | 185 | 152 | 7.1 | 53.3-57.7 | 132 |

**CLA Shooting Brake** 5dr estate £34,070–£61,965 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.3 CLA 180** | 133 | 130 | 9.2 | 35.8-40.9 | 140-141 |
| **1.3 CLA 200** | 161 | 140 | 8.4 | 35.3-40.9 | 141-142 |
| **2.0 CLA 250** | 222 | 155 | 6.4 | 37.7-40.9 | 157-159 |
| **1.3 CLA 250e** | 215 | 146 | 6.9 | 256.8 | 24 |
| **2.0 AMG CLA 35 4Matic** | 302 | 155 | 4.9 | 36.2 | 183-191 |
| **2.0 AMG CLA 45 S 4Matic+** | 415 | 168 | 4.0 | 32.8 | 203-205 |
| **2.0 CLA 220d** | 185 | 147 | 7.2 | 43.5-48.7 | 135-136 |

**B-Class** 5dr hatch £28,525–£40,970 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.3 B180** | 134 | 132 | 9.0 | 45.6 | 140-142 |
| **1.3 B200** | 159 | 139 | 8.2 | 46.3 | 140-142 |
| **1.3 B250e** | 215 | 146 | 6.8 | 235.4 | 27 |
| **1.5 B180d** | 114 | 124 | 9.8 | 61.4 | 137-138 |
| **2.0 B200d** | 148 | 136 | 8.3 | 57.7 | 134-144 |
| **2.0 B220d** | 187 | 145 | 7.2 | 56.5 | 136-137 |

**C-Class** 4dr saloon £39,860–£53,200 ★★★★☆
Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x2033x1437 **Kerb weight** 1650kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 C200** | 221 | 153 | 7.3 | 44.1 | 146 |
| **2.0 C300** | 278 | 155 | 6.0 | 42.2 | 152-159 |
| **2.0 C300e** | 331 | 152 | 6.1 | 256.8 | 14-24 |
| **2.0 C220d** | 218 | 152 | 7.3 | 61.4 | 120-127 |
| **2.0 C300d** | 283 | 155 | 5.7 | 55.4 | 133-139 |

**C-Class Estate** 5dr estate £40,420–£53,425 ★★★½☆
Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4755x2033x1494 **Kerb weight** 1710kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 C200** | 221 | 149 | 7.5 | 38.1-43.4 | 149-168 |
| **2.0 C300** | 278 | 155 | 6.0 | 41.0 | 157 |
| **2.0 C300e** | 331 | 151 | 6.2 | 403.6 | 15 |
| **2.0 C220d** | 218 | 151 | 7.4 | 57.7 | 129 |
| **2.0 C300d** | 283 | 155 | 5.8 | 54.4 | 136 |

**C-Class Coupé** 2dr coupé £41,890–£87,130 ★★★★☆
Outgoing two-door keeps a nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 C200** | 181 | 149 | 7.9 | 37.7-42.2 | 155-156 |
| **2.0 C300** | 258 | 155 | 6.1 | 35.8-39.8 | 161-175 |
| **3.0 V6 AMG C43 4Matic** | 385 | 155 | 4.7 | 28.0-29.4 | 221-225 |
| **4.0 V8 AMG C63 S** | 503 | 180 | 3.9 | 25.0-25.5 | 250 |
| **2.0 C220d** | 192 | 149 | 7.0 | 46.3-52.3 | 133-145 |
| **2.0 C300d 4Matic** | 241 | 155 | 6.0 | 42.8-48.7 | 151-164 |

**C-Class Cabriolet** 2dr open £45,465–£89,985 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 C200** | 181 | 146 | 7.9 | 36.2-40.4 | 167-168 |
| **2.0 C300** | 258 | 155 | 6.3 | 34.0-37.7 | 173-184 |
| **3.0 V6 AMG C43 4Matic** | 385 | 155 | 4.8 | 27.4-28.5 | 229-231 |
| **4.0 V8 AMG C63 S** | 503 | 174 | 4.1 | 24.4-24.8 | 258 |
| **2.0 C220d** | 191 | 145 | 7.5 | 44.8-49.6 | 141-153 |
| **2.0 C300d** | 242 | 155 | 6.3 | 42.2-47.1 | 153-167 |

**E-Class** 4dr saloon £41,680–£102,150 ★★★★☆
A little pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4923x1852x1468 **Kerb weight** 1680kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO$_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 E200** | 194 | 149 | 7.4 | 38.2 | 165-166 |
| **2.0 E300e** | 315 | 155 | 5.8 | 188.3 | 41 |
| **3.0 E450** | 363 | 155 | 5.0 | 31.7 | 204 |
| **3.0 AMG E53 4Matic+** | 429 | 155 | 4.5 | 30.4 | 212-215 |
| **4.0 V8 AMG E63 S 4Matic+** | 603 | 155 | 3.4 | 22.8-23.7 | 277 |
| **2.0 E220d** | 191 | 146 | 7.4 | 53.3 | 139-157 |
| **2.0 E300d** | 261 | 155 | 6.3 | 47.9 | 153-167 |
| **2.0 E300de** | 302 | 149 | 5.9 | 217.3 | 39 |
| **2.9 E400d 4Matic** | 325 | 155 | 5.1 | 42.2 | 176-188 |

### E-Class Estate 5dr estate £44,040–£104,150 ★★★★☆

Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 E200** | 197 | 144 | 7.7 | 31.0-35.3 | 173-174 |
| **3.0 V6 AMG E53 4Matic+** | 429 | 155 | 4.6 | 29.7 | 216-219 |
| **4.0 V8 AMG E63 S 4Matic+** | 603 | 180 | 3.5 | 22.6-23.3 | 282 |
| **2.0 E220d** | 191 | 142 | 7.8 | 50.4 | 148-161 |
| **2.0 E300d** | 242 | 155 | 6.6 | 40.4-46.3 | 156-159 |
| **2.0 E300de** | 302 | 146 | 6.0 | 188.3 | 41 |
| **2.9 E400d 4Matic** | 325 | 155 | 5.3 | 40.9 | 181-192 |

### E-Class Coupé 2dr coupé £48,705–£72,930 ★★★★☆

Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 E300** | 237 | 155 | 6.4 | 31.0 | 180-182 |
| **3.0 E450 4Matic** | 362 | 155 | 5.0 | 29.1-31.4 | 201 |
| **3.0 AMG E53 4Matic+** | 429 | 155 | 4.4 | 30.1-31.4 | 212-215 |
| **2.0 E220d** | 189 | 145 | 7.6 | 43.5-50.4 | 154-155 |
| **3.0 E300d 4Matic** | 242 | 155 | 6.4 | 42.2-47.9 | 166-167 |
| **2.9 E400d 4Matic** | 325 | 155 | 5.3 | na | 189 |

### E-Class Cabriolet 2dr open £53,200–£76,480 ★★★★☆

Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 E300** | 237 | 155 | 6.6 | 30.0 | 189-190 |
| **3.0 E450 4Matic** | 362 | 155 | 5.8 | 28.8-30.7 | 208 |
| **3.0 AMG E53 4Matic** | 429 | 155 | 4.5 | 29.7-30.7 | 217-219 |
| **2.0 E220d** | 189 | 147 | 7.8 | 42.8-48.7 | 162-163 |
| **2.0 E300d** | 242 | 155 | 6.6 | 40.9-46.3 | 172 |
| **2.9 E400d 4Matic** | 325 | 155 | 5.4 | na | 193 |

### CLS 4dr saloon £71,345–£82,445 ★★★★☆

Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 V6 AMG CLS 53 4Matic+** | 429 | 155 | 4.5 | 29.7 | 216 |
| **3.0 CLS 400d 4Matic** | 325 | 155 | 5.0 | 38.7 | 191 |

### S-Class 4dr saloon £82,965–£211,460 ★★★★½

Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 S500** | 440 | 155 | 4.9 | 29.7-35.3 | 181-201 |
| **3.0 S580e** | 510 | 155 | 5.2 | 353.1 | 19 |
| **3.0 S580 Maybach** | 503 | 144 | 4.8 | 26.2 | 253-265 |
| **6.0 V12 S680 Maybach** | 612 | 155 | 4.5 | 19.8 | 325 |
| **2.9 S350d** | 286 | 155 | 6.4 | 39.8-42.8 | 173-190 |
| **2.9 S400d** | 328 | 155 | 5.4 | 38.2-38.7 | 192-196 |

### EQS 5dr saloon £102,160–£166,155 ★★★★½

Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **108kW 450+ 4Matic** | 325 | 130 | 6.2 | 412-453 | 0 |
| **AMG EQS 53 4Matic+** | 649 | 155 | 3.8 | 377 | 0 |

### AMG GT 4-Door Coupé 4dr saloon £141,855–£173,640 ★★★★½

Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **4.0 V8 GT63 S 4Matic+** | 630 | 196 | 3.2 | 21.4-22.1 | 294-298 |

### GLA 5dr SUV £36,090–£67,305 ★★★½☆

Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.6 GLA 180** | 120 | 124 | 8.7-9.0 | 35.3-40.4 | 151-155 |
| **1.6 GLA 200** | 152 | 134 | 8.1-8.4 | 34.9-39.8 | 151-155 |
| **1.3 GLA 250e** | 135 | 137 | 7.1 | 201.8 | 31 |
| **2.0 GLA 250 4Matic** | 204 | 143 | 6.6 | 32.5-35.8 | 172-174 |
| **2.0 AMG GLA 35 4Matic** | 302 | 155 | 5.2 | 32.5 | 186-198 |
| **2.0 AMG GLA 45 S 4Matic+** | 415 | 155 | 4.3 | 28.8 | 215-224 |
| **2.0 GLA 200d** | 150 | 127 | 8.6-8.9 | 52.3 | 121 |
| **2.0 GLA 220d** | 188 | 136 | 7.3 | 49.6 | 141-149 |

### EQA 5dr SUV £47,510–£56,010 ★★★☆☆

A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **67kWh 250** | 188 | 99 | 8.5 | 255-264 | 0 |
| **67kWh 300 4Matic** | 228 | 99 | 7.7 | 260-268 | 0 |
| **67kWh 350 4Matic** | 292 | 99 | 6.0 | 268 | 0 |

### GLB 5dr SUV £40,565–£51,595 ★★★½☆

Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 1555kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.3 GLB 200** | 160 | 129 | 9.1 | 40.4 | 160-165 |
| **2.0 AMG GLB 35** | 302 | 155 | 5.2 | 32.5 | 198 |
| **2.0 GLB 200d** | 148 | 127 | 9.0 | 47.9 | 149-156 |
| **2.0 GLB 220d** | 188 | 135 | 7.6 | 47.9 | 156-158 |

### EQB 5dr SUV £53,610–£62,710 ★★★☆☆

Part-time third row still a rarity in premium electric cars. Otherwise unremarkable. **LxWxH** 4463x1834x1624 **Kerb weight** 2030kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **67kWh 300** | 228 | 99 | 7.7 | 257 | 0 |
| **67kWh 350** | 292 | 99 | 6.0 | 257 | 0 |

### GLC 5dr SUV £45,240–£94,785 ★★★★☆

Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 GLC 300 4Matic** | 255 | 149 | 6.2 | 34.4 | 187-198 |
| **2.0 GLC 300e 4Matic** | 320 | 143 | 5.7 | 122.8 | 53 |
| **3.0 V6 AMG GLC 43 4Matic** | 388 | 155 | 4.9 | 27.4 | 233-245 |
| **4.0 V8 AMG GLC 63 S 4Matic+** | 502 | 155 | 3.8 | 22.7 | 294-296 |
| **2.0 GLC 220d 4Matic** | 191 | 134 | 7.9 | 47.9 | 154-167 |
| **2.0 GLC 300d 4Matic** | 242 | 144 | 6.5 | 42.8 | 178-179 |
| **2.0 GLC 300de 4Matic** | 302 | 143 | 6.2 | 148.7 | 50 |

### GLC Coupé 5dr SUV £51,590–£97,960 ★★★★☆

A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0 GLC 300 4Matic** | 255 | 149 | 6.3 | 32.8 | 195-202 |
| **2.0 GLC 300e 4Matic** | 320 | 143 | 5.7 | 104.6 | 52-54 |
| **3.0 V6 AMG GLC 43 4Matic** | 388 | 155 | 4.9 | 27.7 | 232-242 |
| **4.0 V8 AMG GLC 63 S 4Matic+** | 502 | 155 | 3.8 | 22.1 | 290-291 |
| **2.0 GLC 220d 4Matic** | 191 | 135 | 7.9 | 44.1 | 167-173 |
| **2.0 GLC 300d 4Matic** | 242 | 145 | 6.6 | 40.9 | 182-184 |
| **2.0 GLC 300de 4Matic** | 302 | 143 | 6.2 | 134.5 | 55 |

### EQC 5dr SUV £70,035–£78,925 ★★★★½

Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **80kWh 400 4Matic** | 408 | 112 | 5.1 | 244-255 | 0 |

### GLE 5dr SUV £70,055–£119,930 ★★★★☆

The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.9 GLE 450 4Matic** | 362 | 155 | 5.7 | 32.5 | 229 |
| **2.0 GLE 300d 4Matic** | 242 | 140 | 7.2 | 39.2 | 198-207 |
| **2.9 GLE 350d 4Matic** | 268 | 143 | 6.6 | 36.2 | 206-214 |
| **2.0 GLE 350de 4Matic** | 317 | 130 | 6.8 | 256.8 | 29 |
| **2.9 GLE 400d 4Matic** | 328 | 152 | 5.7 | 35.3 | 220 |
| **3.0 V6 AMG GLE 53 4Matic+** | 432 | 155 | 5.3 | 26.7 | 246-248 |
| **4.0 V8 AMG GLE 63 S 4Matic+** | 603 | 155 | 3.8 | na | 281 |

### GLE Coupé 5dr SUV £76,080–£129,205 ★★★★☆

May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 AMG GLE 53 4Matic** | 432 | 155 | 5.3 | 25.7 | 244 |
| **4.0 AMG GLE 63 S 4Matic** | 603 | 174 | 3.8 | na | 280 |
| **2.0 GLE 350de 4Matic** | 320 | 130 | 6.9 | 313.9 | 23-24 |
| **2.9 GLE 400d 4Matic** | 327 | 149 | 5.7 | 33.6 | 219 |

### GLS 5dr SUV £85,800–£176,505 ★★★½☆

The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 GLS 400d 4Matic** | 327 | 148 | 6.3 | 32.8 | 227 |
| **4.0 GLS 600 Maybach** | 549 | 155 | 4.9 | 21.4 | 304 |
| **4.0 AMG GLS63** | 625 | 174 | 4.2 | 23.7 | 273 |

### G-Class 5dr SUV £123,500–£182,200 ★★★½☆

Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 400d 4Matic** | 325 | 130 | 6.4 | 25.7 | 281-282 |
| **4.0 V8 AMG G63 4Matic** | 578 | 137 | 4.5 | 18.6-18.8 | 373 |

### AMG GT 2dr coupé/open £108,390–£377,120 ★★★★☆

Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **4.0 V8 GT** | 522 | 193-194 | 3.7-3.8 | 21.9-22.1 | 289-290 |
| **4.0 V8 GT R** | 577 | 198 | 3.6 | 22.1 | 289 |
| **4.0 V8 GT Black Series** | 718 | 202 | 3.2 | 22.1 | 292 |

## MG

### 3 5dr hatch £12,845–£14,345 ★★★½☆

Neatly tuned and nice sporty styling. Breaks the mould for budget superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 VTi-Tech** | 104 | 108 | 10.9 | 42.3 | 152 |

### 5 SW EV 5dr estate £29,695–£31,945 ★★★½☆

Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1532kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **61kWh** | 154 | 115 | 7.7 | 250 | 0 |

### ZS 5dr SUV £16,995–£34,495 ★★★☆☆

Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 VTi-Tech** | 104 | 109 | 10.9 | 41.5 | 155 |
| **1.0T GDi** | 109 | 112 | 12.4 | 38.6 | 166 |
| **45kWh EV** | 143 | 87 | 8.5 | 163 | 0 |
| **73kWh EV** | 156 | 108 | 8.4 | 273 | 0 |

### HS 5dr SUV £22,625–£33,595 ★★★☆☆

Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 T-GDi** | 162 | 118 | 9.9 | 36.2-37.2 | 168 |
| **1.5 T-GDi PHEV** | 254 | 118 | 7.1 | 155.8 | 43 |

## MINI

### 3dr Hatch 3dr hatch £22,565–£35,545 ★★★★½

Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 One** | 101 | 121 | 10.1-10.2 | 49.6 | 130 |
| **1.5 Cooper** | 134 | 130 | 7.8-7.9 | 48.7-49.6 | 130-132 |
| **2.0 Cooper S** | 189 | 145-146 | 6.7-6.8 | 44.1 | 145 |
| **2.0 John Cooper Works** | 227 | 152 | 6.1-6.3 | 39.8 | 160 |

### Electric 3dr hatch £31,000–£35,050 ★★★★☆

Won't break records on range or usability, but has plenty of zip and driver appeal. **LxWxH** 3850x1727x1414 **Kerb weight** 1440kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **33kWh** | 180 | 93 | 7.3 | 144 | 0 |

### Convertible 2dr open £25,465–£38,145 ★★★½☆

A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 Cooper** | 134 | 128 | 8.8 | 46.3 | 138-139 |
| **2.0 Cooper S** | 175 | 143 | 7.2 | 42.2 | 151 |
| **2.0 John Cooper Works** | 227 | 150 | 6.6 | 39.2 | 165 |

### 5dr Hatch 5dr hatch £23,225–£31,760 ★★★★½

Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 One** | 101 | 119 | 10.6 | 49.6 | 130 |
| **1.5 Cooper** | 134 | 129 | 8.4 | 48.7-49.6 | 131-132 |
| **2.0 Cooper S** | 175 | 146 | 6.9 | 44.1-45.6 | 141-146 |

### Clubman 5dr hatch £27,015–£39,945 ★★★★☆

Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 Cooper** | 134 | 128 | 9.2 | 47.1 | 136-137 |
| **2.0 Cooper S** | 175 | 142 | 7.3 | 42.2 | 152-153 |
| **2.0 John Cooper Works All4** | 302 | 155 | 4.9 | 38.2 | 169 |

### Countryman 5dr hatch £28,815–£42,675 ★★★½☆

Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 Cooper** | 136 | 124 | 9.7 | 44.8 | 143 |
| **1.5 Cooper All4** | 136 | 122 | 10.3 | 40.9 | 157-158 |
| **1.5 Cooper S E All4 PHEV** | 217 | 122 | 6.8 | 156.9 | 41 |
| **2.0 Cooper S** | 192 | 140 | 7.5-7.6 | 42.2-42.8 | 151-152 |
| **2.0 Cooper S All4** | 192 | 138 | 7.6 | 40.4 | 158-159 |
| **2.0 John Cooper Works All4** | 302 | 155 | 5.1 | 37.2 | 174 |

## MORGAN

### Plus Four 2dr open £63,635 ★★★½☆

Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0** | 255 | 149 | 5.1 | 38.8 | 165 |

### Plus Six 2dr open £82,995 ★★★½☆

Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0** | 335 | 166 | 4.2 | 38.2 | 180 |

## NISSAN

### Micra 5dr hatch £16,685–£19,765 ★★★★☆

Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 IG-T 92** | 91 | 111 | 11.8 | 50.4 | 123-129 |

### Leaf 5dr hatch £28,495–£34,945 ★★★★☆

Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **40kWh** | 147 | 90 | 7.9 | 168 | 0 |
| **62kWh** | 214 | 98 | 6.9-7.3 | 239 | 0 |

### Juke 5dr hatch £20,420–£26,920 ★★★½☆

Second-generation crossover is impressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 DiG-T 114** | 114 | 112 | 10.7 | 47.9 | 134-139 |

### Qashqai 5dr SUV £25,505–£40,005 ★★★★☆

Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.3 DiG-T 140** | 138 | 122 | 10.2 | 44.3 | 143-144 |
| **1.3 DiG-T 158** | 156 | 123 | 9.9 | 41.5-44.4 | 145 |

### X-Trail 5dr SUV £30,955 ★★★½☆

Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.3 DiG-T 160** | 158 | 123 | 11.5 | 37.8-38.5 | 166-173 |

### GT-R 2dr coupé £88,485–£184,185 ★★★★☆

Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.8 V6** | 562 | 196 | 2.9 | 20.2 | 316 |
| **3.8 V6 Nismo** | 592 | 196 | 2.8 | 19.7 | 325 |

## NOBLE

### M600 2dr coupé £248,000–£287,600 ★★★½☆

Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **4.4 V8** | 662 | 225 | 3.0 | 16.8 | 333 |

## ORA

### Funky Cat 5dr hatch £31,995 ★★★★☆

A charismatic and good-value electric hatchback from China's Great Wall Motor. **LxWxH** 4235x1825x1603 **Kerb weight** 1540kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **126kW 48kWh** | 169 | 99 | 8.3 | 193 | 0 |

## PEUGEOT

### 208 3dr/5dr hatch £18,655–£33,910 ★★★½☆

A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 75** | 72 | 106 | 14.9 | 58.9 | 124 |
| **1.2 PureTech 100** | 98 | 117 | 9.9 | 53.0 | 124-126 |
| **1.2 PureTech 130** | 128 | 129 | 8.7 | 51.9 | 128 |
| **50kWh e-208** | 136 | 93 | 8.1 | 194-217 | 0 |
| **1.5 BlueHDi 100** | 99 | 117 | 10.2 | 70 | 109-110 |

### 308 5dr hatch £25,270–£39,460 ★★★★☆

Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 131 | 130 | 9.7 | 52.1 | 122 |
| **1.6 Hybrid** | 180 | 140 | 7.6 | 213-281 | 23-30 |
| **1.6 Hybrid 225** | 225 | 146 | 8.0 | 213-266 | 24-30 |
| **1.5 BlueHDi** | 131 | 129 | 10.6 | 65.4 | 113-114 |

### 308 SW 5dr estate £26,470–£40,670 ★★★★☆

Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 131 | 130 | 9.9 | 52.1 | 122 |
| **1.6 Hybrid** | 180 | 139 | 7.7 | 213-281 | 25-30 |
| **1.6 Hybrid 225** | 225 | 146 | 7.6 | 213-266 | 26-30 |
| **1.5 BlueHDi** | 131 | 129 | 10.9 | 65.0 | 113-114 |

### 508 4dr saloon £29,635–£54,665 ★★★★☆

Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 131 | 127 | 8.1 | 49.1 | 129 |
| **1.6 Hybrid** | 223 | 155 | 8.3 | 166.0-235.0 | 27-38 |
| **1.6 Hybrid PSE** | 355 | 155 | 5.2 | 141.2 | 42 |
| **1.5 BlueHDi 130** | 126 | 126 | 10.0 | 62.0 | 124 |

### 508 SW 5dr estate £31,235–£56,465 ★★★☆☆

Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 131 | 127 | 8.3 | 49.1 | 129 |
| **1.6 Hybrid** | 223 | 155 | 8.3 | 166.0-235.0 | 27-38 |
| **1.6 Hybrid PSE** | 355 | 155 | 5.2 | 141.2 | 42 |
| **1.5 BlueHDi 130** | 126 | 129 | 10.1 | 62.0 | 127 |

### 2008 5dr SUV £22,735–£38,850 ★★★★☆

Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 100** | 98 | 115 | 10.9 | 52.0 | 125-127 |
| **1.2 PureTech 130** | 128 | 122 | 8.9 | 50.6 | 132 |
| **1.2 PureTech 155** | 153 | 129 | 8.2 | 46.6 | 141 |
| **50kWh e-2008** | 136 | 93 | 8.5 | 191-206 | 0 |
| **1.5 BlueHDi** | 98 | 115 | 11.4 | 62.7 | 118-120 |

### 3008 5dr SUV £29,325–£47,380 ★★★★☆

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 126 | 117 | 10.5-10.8 | 37.2 | 146-149 |
| **1.6 Hybrid** | 223 | 146 | 5.9 | 157-222 | 29 |
| **1.6 Hybrid4** | 298 | 149 | 5.9 | 166-235 | 36 |
| **1.5 BlueHDi 130** | 126 | 119 | 9.5 | 55.1 | 137-139 |

### 5008 5dr SUV £35,790–£41,150 ★★★★☆

Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 PureTech 130** | 126 | 117 | 10.4-10.9 | 46.0 | 150-153 |
| **1.6 PureTech 180** | 178 | 135 | 8.3 | 39.6 | 168-170 |
| **1.5 BlueHDi 130** | 129 | 119 | 10.7 | 57.3 | 139-142 |
| **2.0 BlueHDi 180** | 175 | 131 | 9.1 | 47.3 | 164-166 |

## PININFARINA

### Battista 2dr coupé £2,000,000 ★★★★☆

Considering its ridiculous power, that it's such a joy to drive is a marvel in itself. **LxWxH** na **Kerb weight** 2200kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1417kW 120kWh** | 1900 | 217 | 2.0 | 311 | 0 |

## POLESTAR

### 2 5dr hatch £41,900–£47,900 ★★★★☆

High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **63kWh Standard Range** | 221 | 99 | 7.4 | 273 | 0 |
| **78kWh Long Range** | 228 | 99 | 7.4 | 317 | 0 |
| **78kWh Long Range AWD** | 402 | 127 | 4.2 | 298 | 0 |

## PORSCHE

### 718 Boxster 2dr open £50,475–£81,070 ★★★★½

Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0** | 290 | 170 | 4.9-5.1 | 32.5 | 198 |
| **2.0 T** | 296 | 170 | 4.7-5.3 | 32.5 | 199 |
| **2.5 S** | 339 | 177 | 4.4-4.6 | 29.1 | 229 |
| **4.0 GTS** | 396 | 182 | 4.5 | 25.9 | 247 |
| **4.0 Spyder** | 414 | 189 | 4.4 | 25.4 | 251 |

### 718 Cayman 2dr coupé £48,475–£114,420 ★★★★★

Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0** | 290 | 170 | 4.9-5.1 | 32.8 | 197 |
| **2.0 T** | 296 | 170 | 4.9-5.3 | 35.5 | 198 |
| **2.5 S** | 339 | 177 | 4.4-4.6 | 29.1 | 228 |
| **4.0 GTS** | 396 | 182 | 4.5 | 25.9 | 247 |
| **4.0 GT4** | 414 | 188 | 4.4 | 25.7 | 251 |
| **4.0 GT4 RS** | 493 | 196 | 3.4 | 21.4 | 299 |

### 911 2dr coupé £89,400–£211,960 ★★★★½

Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 Carrera** | 380 | 182 | 4.0 | 27.4 | 233 |
| **3.0 Carrera 4** | 380 | 180 | 4.0 | 26.9 | 238 |
| **3.0 Carrera S** | 444 | 191 | 3.7 | 27.4 | 234 |
| **3.0 Carrera 4S** | 444 | 190 | 3.4 | 26.9 | 239 |
| **3.0 Carrera GTS** | 473 | 193 | 3.4 | 24.8-26.4 | 244-258 |
| **3.0 Carrera 4 GTS** | 473 | 193 | 3.3 | 24.8-26.6 | 240-259 |
| **3.0 Targa 4** | 380 | 179 | 4.4 | 26.9 | 239 |
| **3.0 Targa 4S** | 444 | 189 | 3.8 | 26.4 | 244 |
| **3.0 Targa 4 GTS** | 473 | 193 | 3.4 | 24.8-27.1 | 236-258 |
| **4.0 GT3** | 503 | 199 | 3.4 | 21.7-21.9 | 283-304 |
| **3.7 Turbo** | 572 | 199 | 2.8 | 23.5 | 271 |
| **3.7 Turbo S** | 641 | 205 | 2.7 | 23.5 | 271 |
| **Sport Classic** | 542 | 205 | 4.1 | 22.4 | 285 |

### 911 Cabriolet 2dr open £99,200–£176,870 ★★★★☆

Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 Carrera** | 380 | 180 | 4.4 | 27.2 | 236 |
| **3.0 Carrera 4** | 380 | 180 | 4.4 | 26.9 | 238 |
| **3.0 Carrera S** | 444 | 190 | 4.4 | 27.4 | 233 |
| **3.0 Carrera 4S** | 444 | 188 | 3.6 | 26.6 | 241 |
| **3.0 Carrera GTS** | 473 | 192 | 3.6 | 26.9 | 239 |
| **3.0 Carrera 4 GTS** | 473 | 191 | 3.5 | 25.0 | 244 |
| **3.7 Turbo** | 572 | 199 | 2.9 | 23.3 | 275 |
| **3.7 Turbo S** | 641 | 205 | 2.8 | 23.3 | 275 |

### Panamera 4dr saloon £73,530–£143,190 ★★★★★

Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.9 V6** | 325 | 168 | 5.6 | 27.7 | 232 |
| **2.9 V6 4** | 325 | 167 | 5.3 | 27.2 | 235 |
| **2.9 V6 4S** | 434 | 183 | 4.3 | 27.4 | 234 |
| **2.9 V6 4 E-Hybrid** | 456 | 174 | 4.4 | 78.5-85.6 | 60 |
| **2.9 V6 4S E-Hybrid** | 552 | 185 | 3.7 | 78.5-85.6 | 60 |
| **4.0 V8 GTS** | 473 | 186 | 3.9 | 23.3 | 275 |
| **4.0 V8 Turbo S** | 621 | 196 | 3.1 | 22.1 | 289 |
| **4.0 V8 Turbo S E-Hybrid** | 690 | 196 | 3.2 | 97.4-104.6 | 62-66 |

### Panamera Sport Turismo 5dr estate £78,710–£146,410 ★★★★½

The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.9 V6 4** | 325 | 163 | 5.3 | 26.4 | 242 |
| **2.9 V6 4S** | 434 | 180 | 4.3 | 26.4 | 242 |
| **2.9 V6 4 E-Hybrid** | 456 | 174 | 4.4 | 78.5-85.6 | 60 |
| **2.9 V6 4S E-Hybrid** | 552 | 182 | 3.7 | 78.5-85.6 | 60 |
| **4.0 V8 GTS** | 473 | 181 | 3.9 | 22.8 | 280 |
| **4.0 V8 Turbo S** | 621 | 196 | 3.1 | 21.7 | 295 |
| **4.0 V8 Turbo S E-Hybrid** | 690 | 196 | 3.2 | 94.2-97.4 | 65-69 |

### Taycan 4dr saloon £72,905–£139,335 ★★★★½

First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **79kWh** | 405 | 143 | 5.4 | 220-268 | 0 |
| **79kWh 4S** | 527 | 155 | 4.0 | 252 | 0 |
| **93kWh** | 472 | 143 | 5.4 | 253-301 | 0 |
| **93kWh 4S** | 563 | 155 | 4.0 | 287 | 0 |
| **93kWh GTS** | 590 | 155 | 3.7 | 273 | 0 |
| **93kWh Turbo** | 670 | 161 | 3.2 | 280 | 0 |
| **93kWh Turbo S** | 751 | 161 | 2.8 | 256 | 0 |

### Taycan Sport Turismo 5dr estate £73,650–£141,259 ★★★★½

Less rugged than the Cross Turismo, but no less capable. **LxWxH** 4963x2144x1390 **Kerb weight** 2250kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **79kWh** | 405 | 143 | 5.4 | 222-269 | 0 |
| **79kWh 4S** | 527 | 155 | 4.0 | 222-274 | 0 |
| **93kWh** | 472 | 143 | 5.4 | 259-306 | 0 |
| **93kWh 4S** | 563 | 155 | 4.0 | 259-306 | 0 |
| **93kWh GTS** | 590 | 155 | 3.7 | 263-304 | 0 |
| **93kWh Turbo** | 670 | 155 | 3.2 | 263-305 | 0 |
| **93kWh Turbo S** | 751 | 155 | 2.8 | 267-285 | 0 |

**Taycan Cross Turismo** 5dr estate £83,055–£140,055 ★★★★⯪
Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **93kWh 4** | 472 | 137 | 5.1 | 242-283 | 0 |
| **93kWh 4S** | 563 | 149 | 4.1 | 241-281 | 0 |
| **93kWh GTS** | 590 | 155 | 3.7 | 273 | 0 |
| **93kWh Turbo** | 670 | 155 | 3.3 | 245-281 | 0 |
| **93kWh Turbo S** | 751 | 155 | 2.9 | 241-260 | 0 |

**Macan** 5dr SUV £51,040–£68,170 ★★★★⯪
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0** | 263 | 144 | 6.4 | 26.4 | 228 |
| **2.0 T** | 263 | 144 | 6.4 | 26.4 | 224-239 |
| **3.0 V6 S** | 377 | 161 | 4.8 | 25.4 | 251 |
| **3.0 GTS** | 438 | 169 | 4.5 | 25.0 | 255 |

**Cayenne** 5dr SUV £64,870–£132,065 ★★★★⯪
Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 V6** | 335 | 152 | 6.2 | 22.6-24.6 | 259-283 |
| **3.0 V6 E-Hybrid** | 456 | 157 | 5.0 | 76.3-91.1 | 71-83 |
| **2.9 V6 S** | 340 | 152 | 6.2 | 21.9-23.9 | 268-292 |
| **4.0 V8 GTS** | 453 | 168 | 4.8 | 20.0-21.2 | 301-219 |
| **4.0 V8 Turbo** | 542 | 178 | 4.1 | 20.0-20.9 | 305-319 |
| **4.0 V8 S E-Hybrid** | 671 | 183 | 3.8 | 68.9-74.3 | 86-92 |

**Cayenne Coupé** 5dr SUV £69,520–£149,930 ★★★★☆
Little different to drive from the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.0 V6** | 335 | 150 | 6.0 | 22.6-24.4 | 263-283 |
| **3.0 V6 E-Hybrid** | 456 | 157 | 5.1 | 76.3-88.3 | 73-85 |
| **2.9 V6 S** | 428 | 163 | 5.0 | 21.9-23.5 | 271-292 |
| **4.0 V8 GTS** | 453 | 168 | 4.5 | 20.2-21.2 | 302-318 |
| **4.0 V8 Turbo** | 533 | 178 | 3.9 | 20..0-20.9 | 307-319 |
| **4.0 V8 S E-Hybrid** | 671 | 183 | 3.8 | 68.9-74.3 | 87-92 |
| **4.0 V8 GT** | 632 | 186 | 3.1 | 20.0 | 319 |

## RADICAL

**Rapture** 0dr open £110,000 ★★★⯪☆
Not as well mannered as some lightweights but spectacular in its track-day element. **LxWxH** 4100x1790x1130 **Kerb weight** 765kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.2 Turbo** | 360 | 165 | 3.1 | na | na |

**RXC GT** 2dr open £145,000 ★★★⯪☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **3.5 V6 400** | 400 | 179 | 2.8 | na | na |
| **3.5 V6 650** | 650 | 180 | 2.7 | na | na |

## RENAULT

**Clio** 5dr hatch £18,795–£23,595 ★★★★☆
Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TCe 90** | 88 | 112 | 12.2 | 54.4 | 117 |
| **1.6 E-Tech Hybrid** | 138 | 112 | 9.9 | 65.7 | 96 |

**Zoe** 5dr hatch £29,095–£31,995 ★★★⯪☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **50kWh R110** | 107 | 84 | 11.4 | 233 | 0 |
| **50kWh R135** | 132 | 87 | 9.5 | 232 | 0 |

**Captur** 5dr SUV £22,195–£32,895 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TCe 90** | 89 | 104 | 8.7 | 47.9 | 133-134 |
| **1.3 TCe 140** | 138 | 122 | 9.2 | 48.7 | 134-135 |
| **1.6 E-Tech Hybrid** | 140 | 106 | 10.6 | 56.5 | 113-114 |
| **1.6 E-Tech PHEV** | 156 | 107 | 10.1 | 217.3 | 30-33 |

**Kadjar** 5dr SUV £26,295–£27,895 ★★★⯪☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.3 TCe 140** | 138 | 124 | 9.8 | 45.6 | 143-147 |

**Arkana** 5dr SUV £26,395–£32,295 ★★★⯪☆
Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.3 TCe Mild Hybrid 140** | 138 | 127 | 9.8 | 48.7 | 132 |
| **1.6 E-Tech Hybrid 145** | 143 | 107 | 10.8 | 58.9 | 108 |

**Mégane E-Tech Electric** 5dr SUV £35,995–£39,995 ★★★★☆
More fun than most EVs while also efficient, comfortable and tech-savvy. **LxWxH** 4200x1860x1505 **Kerb weight** 1708kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **EV60 160kW 60kWh** | 215 | 99 | 7.5 | 280 | 0 |

## RIMAC

**Nevera** 2dr coupé £2,000,000 ★★★★☆
Electric hypercar from Croatian specialist is sibling of fantastic Pininfarina Battista. **LxWxH** 4750x1986x1208 **Kerb weight** 2150kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1427kW 120kWh** | 1914 | 256 | 2.0 | 340 | 0 |

## ROLLS-ROYCE

**Wraith** 2dr coupé £282,220–£324,220 ★★★★⯪
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **6.6 V12** | 624 | 155 | 4.6 | 18.5-18.6 | 347-348 |

**Dawn** 2dr open £305,620–£347,620 ★★★★⯪
Essentially as Wraith, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **6.6 V12** | 563 | 155 | 5.0 | 16.8-17.4 | 367-380 |

**Ghost** 4dr saloon £265,420–£303,820 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **6.6 V12** | 563 | 155 | 4.9-5.0 | 18.5-18.6 | 347-348 |

**Phantom** 4dr saloon £378,820–£450,820 ★★★★★
Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **6.75 V12** | 563 | 155 | 5.1-5.2 | 18.6-18.8 | 341-344 |

**Cullinan** 4dr SUV £291,820–£329,020 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **6.75 V12** | 563 | 155 | 5.2 | 17.3-18.1 | 355-370 |

## SEAT

**Ibiza** 5dr hatch £17,755–£21,895 ★★★★⯪
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 MPI 80** | 79 | 106 | 14.6 | 50.4-52.3 | 122-128 |
| **1.0 TSI 95** | 93 | 113 | 10.9 | 52.3 | 124-125 |
| **1.0 TSI 110** | 109 | 121 | 10.3 | 51.4 | 123-124 |

**Leon** 5dr hatch £22,225–£33,905 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 110** | 108 | 122 | 10.9 | 51.4-52.3 | 123-126 |
| **1.0 eTSI** | 108 | 119 | 10.8 | 50.4-51.4 | 124-129 |
| **1.5 TSI Evo 130** | 128 | 129 | 9.4 | 49.6-51.4 | 124-128 |
| **1.5 TSI Evo 150** | 148 | 135 | 8.7 | 48.7 | 133 |
| **2.0 TSI Evo 190** | 188 | 144 | 7.4 | 42.2 | 131-154 |
| **1.4 eHybrid PHEV** | 201 | 137 | 7.5 | 235.4 | 26-28 |
| **2.0 TDI 150** | 113 | 124 | 10.2 | 64.2-65.7 | 113-115 |

**Leon Estate** 5dr estate £23,500–£35,445 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 100** | 108 | 124 | 11.2 | 49.6-51.4 | 126-129 |
| **1.0 eTSI** | 108 | 124 | 10.9 | 49.6 | 130 |
| **1.5 TSI Evo 130** | 128 | 130 | 9.7 | 49.6-51.4 | 125-128 |
| **1.5 TSI Evo 150** | 148 | 135 | 8.9 | 47.9-48.7 | 132-133 |
| **2.0 TSI Evo** | 188 | 145 | 7.6 | 42.2 | 151-152 |
| **1.4 eHybrid PHEV** | 201 | 137 | 7.5 | 235.4 | 26-28 |
| **2.0 TDI** | 113 | 124 | 10.5 | 64.2-65.7 | 114-116 |

**Arona** 5dr SUV £20,730–£26,630 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 95** | 93 | 107 | 11.2 | 51.4 | 124 |
| **1.0 TSI 115** | 113 | 113 | 9.8-10.0 | 47.9-53.3 | 121-134 |
| **1.5 TSI Evo 150** | 148 | 127 | 8.3 | 44.8-45.6 | 140-143 |

**Ateca** 5dr SUV £26,085–£37,835 ★★★★⯪
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 110** | 108 | 112 | 11.4 | 44.1-46.3 | 139-146 |
| **1.5 TSI Evo 150** | 148 | 124 | 8.5 | 42.2-43.5 | 149-152 |
| **2.0 TSI 190** | 188 | 133 | 7.0 | 34.9-35.3 | 181-183 |
| **2.0 TDI 116** | 114 | 115 | 10.9 | 54.3-55.4 | 135-137 |
| **2.0 TDI 150** | 148 | 126 | 9.3 | 55.4-58.9 | 141-166 |
| **2.0 TDI 150 4Drive** | 148 | 122 | 8.7 | 47.1-48.7 | 141-166 |

**Tarraco** 5dr SUV £31,890–£44,185 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI Evo 150** | 148 | 124 | 9.9 | 38.7-41.5 | 155-166 |
| **2.0 TSI 4Drive 190** | 188 | 130 | 8.0 | 31.0-31.7 | 201-207 |
| **2.0 TSI 245** | 242 | 142 | 6.2 | 32.1-32.8 | 195-200 |
| **2.0 TDI 150** | 148 | 124 | 10.2 | 49.6-52.3 | 144-150 |
| **2.0 TDI 200 4Drive** | 197 | 130 | 7.8 | 41.5-42.8 | 172-178 |

## SKODA

**Fabia** 5dr hatch £17,800–£20,935 ★★★★☆
Strong ergonomics and fine road manners – if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 MPI 65** | 63 | 106 | 15.9 | 55.4-58.9 | 114 |
| **1.0 MPI 80** | 78 | 111 | 15.5 | 55.4 | 116 |
| **1.0 TSI** | 93 | 121 | 10.6 | 55.4 | 115-116 |
| **1.0 TSI 110** | 109 | 127 | 9.7 | 57.6 | 113-127 |

**Scala** 5dr hatch £18,715–£26,040 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 95** | 94 | 118 | 11.0 | 53.3 | 119-120 |
| **1.0 TSI 110** | 108 | 123 | 10.1 | 51.4-53.3 | 120-124 |
| **1.5 TSI 150** | 148 | 137 | 8.2 | 50.4-51.4 | 125-128 |

**Octavia** 5dr hatch £23,335–£38,625 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 110** | 113 | 129 | 10.5-10.8 | 54.3-56.5 | 115-117 |
| **1.5 TSI 150** | 148 | 143 | 8.5 | 52.3-53.3 | 121-123 |
| **1.4 TSI iV PHEV** | 201 | 136 | 7.7 | 235.4 | 21 |
| **1.4 TSI iV vRS PHEV** | 242 | 139 | 7.3 | 233.5 | 27 |
| **2.0 TSI vRS** | 242 | 155 | 6.8 | 40.9 | 157 |
| **2.0 TDI 116** | 114 | 131 | 10.3 | 68.9 | 109 |
| **2.0 TDI 150** | 148 | 143 | 8.7 | 64.2-67.3 | 109-115 |
| **2.0 TDI 200 vRS** | 197 | 154 | 7.4 | 56.5 | 130 |
| **2.0 TDI 200 vRS 4x4** | 197 | 150 | 6.8 | 51.4 | 145 |

**Octavia Estate** 5dr estate £24,315–£39,855 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 110** | 113 | 125 | 10.6-10.9 | 53.3-54.3 | 118-119 |
| **1.5 TSI 150** | 148 | 139 | 8.4 | 50.4-52.3 | 123-126 |
| **1.4 TSI iV PHEV** | 201 | 136 | 7.8 | 256.8 | 30 |
| **1.4 TSI iV vRS PHEV** | 242 | 139 | 7.3 | 217.3 | 27 |
| **2.0 TSI vRS** | 242 | 155 | 6.8 | 40.4 | 159 |
| **2.0 TDI 116** | 114 | 128 | 10.4 | 67.3 | 111 |
| **2.0 TDI 150** | 148 | 139 | 8.8 | 62.8-65.7 | 112-118 |
| **2.0 TDI 200 vRS** | 197 | 152 | 7.4 | 55.4 | 132 |
| **2.0 TDI 200 vRS 4x4** | 197 | 147 | 6.8 | 50.4 | 147 |

**Superb** 5dr hatch £28,305–£32,925 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI 150** | 148 | 137 | 9.0-9.2 | 40.4-44.8 | 142-157 |
| **2.0 TSI 190** | 188 | 148 | 7.7 | 38.2-39.2 | 162-168 |
| **2.0 TSI 280 4x4** | 276 | 155 | 5.5 | 32.2-34.0 | 188-193 |
| **1.4 iV PHEV** | 215 | 138 | 7.7 | 148.7-188.3 | 33-42 |
| **2.0 TDI 150** | 148 | 138 | 9.1 | 54.3-58.9 | 125-136 |
| **2.0 TDI 200** | 197 | 151 | 7.9 | 51.4-53.3 | 140-145 |
| **2.0 TDI 200 4x4** | 197 | 148 | 7.2 | 47.9 | 154 |

**Superb Estate** 5dr estate £29,585–£42,630 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI 150** | 148 | 132 | 9.2 | 40.9-45.6 | 141-157 |
| **2.0 TSI 190** | 188 | 143 | 7.7 | 39.8-40.9 | 162-168 |
| **2.0 TSI 280 4x4** | 276 | 155 | 5.3 | 33.2-34.0 | 188-194 |
| **1.4 iV PHEV** | 215 | 140 | 7.8 | 148.7-188.3 | 33-42 |
| **2.0 TDI 150** | 148 | 133 | 9.2 | 53.3-57.7 | 129-140 |
| **2.0 TDI 200** | 197 | 145 | 7.9 | 49.6-51.4 | 140-144 |
| **2.0 TDI 200 4x4** | 197 | 142 | 7.3 | 47.9 | 157 |

**Kamiq** 5dr SUV £21,805–£27,315 ★★★⯪☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 95** | 93 | 112 | 11.1 | 49.6 | 129 |
| **1.0 TSI 115** | 112 | 120 | 9.9 | 47.1-49.6 | 130-136 |
| **1.5 TSI 150** | 148 | 132 | 8.3 | 46.3-47.9 | 133-139 |

**Karoq** 5dr SUV £26,255–£37,295 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 110** | 108 | 117 | 11.1 | 44.8-47.9 | 133-143 |
| **1.5 TSI 150** | 148 | 126 | 8.1-8.3 | 42.8-44.8 | 143-149 |
| **20 TSI 190 4x4** | 188 | 132 | 7.3 | 33.2 | 191 |
| **2.0 TDI 116** | 114 | 118 | 10.6 | 58.9 | 126 |
| **2.0 TDI 150** | 148 | 127 | 9.0 | 50.4-52.3 | 142-148 |
| **2.0 TDI 150 4x4** | 148 | 121 | 8.8 | 42.8 | 172-174 |

**Enyaq iV** 5dr SUV £36,605–£47,875 ★★★★☆
Practical, rangy and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **62kWh 60** | 177 | 99 | 8.7 | 256 | 0 |
| **82kWh 80** | 201 | 99 | 8.5 | 331 | 0 |
| **82kWh 80x Sportline** | 263 | 99 | 6.9 | 303 | 0 |

**Enyaq Coupé iV** 5dr SUV £52,305 ★★★⯪☆
More style-led EV is the first to wear Skoda's performance badge. **LxWxH** 4653x1882x1660 **Kerb weight** 2204kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **82kWh vRS** | 299 | 111 | 6.5 | 312 | 0 |

**Kodiaq** 5dr SUV £33,100–£46,225 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI 150** | 148 | 123 | 9.3 | 37.2-39.2 | 164-172 |
| **2.0 TSI 190 4x4** | 188 | na | na | 32.1-32.5 | 196-200 |
| **2.0 vRS** | 242 | 144 | 6.6 | 32.5 | 198 |
| **2.0 TDI 150** | 148 | 123 | 9.8 | 46.3-47.9 | 154-161 |
| **2.0 TDI 150 4x4** | 148 | 120 | 9.6 | 44.8-47.9 | 155-165 |
| **2.0 TDI 200 4x4** | 197 | 131 | 7.8 | 41.5-42.5 | 175-178 |

## SMART

**EQ Fortwo** 3dr hatch/open £22,225–£27,995 ★★⯪☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **17kWh** | 79 | 81 | 11.6-11.9 | 81-84 | 0 |

**EQ Forfour** 5dr hatch £22,295–£23,445 ★★⯪☆☆
Four doors bring more mainstream practicality, but still hobbled by low range. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **17kWh** | 79 | 81 | 12.7 | 84 | 0 |

## SSANGYONG

**Tivoli** 5dr SUV £15,125–£22,645 ★★★⯪☆
Trails the Duster as the best-value small crossover – but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2P 128** | 126 | 112 | 10.6 | 47.9 | 158 |
| **1.5P 163** | 160 | 112 | na | 42.8 | 161-164 |
| **1.6D 136** | 130 | 108 | na | 50.4 | 145 |

**Korando** 5dr SUV £21,095–£33,445 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 GDi-Turbo** | 160 | 119 | 12.0 | 37.2 | 172 |
| **1.6 D 2WD** | 133 | 112 | 12.0 | 45.2 | 159-164 |
| **1.6 D 4WD** | 133 | 112 | 12.0 | 41.5 | 178 |
| **e-Motion 140kW 61.5kWh** | 187 | 97 | 9.0 | 294 | 0 |

**Musso** 5dr SUV £28,128–£37,728 ★★★☆☆
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.2d 181** | 178 | 115-121 | 12.2 | 28.2-31.8 | 231-261 |

**Rexton** 5dr SUV £38,070–£40,780 ★★★⯪☆
A vast improvement. Better on the road but without ditching its agricultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.2d 181** | 178 | 115 | 11.3-11.9 | 32.9 | 205-227 |

## SUBARU

**Outback** 5dr estate £34,070–£39,499 ★★⯪☆☆
Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5i** | 172 | 130 | 10.2 | 33.0 | 193 |

**Forester** 5dr SUV £36,410–£39,410 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.0i e-Boxer** | 148 | 117 | 11.8 | 34.7 | 185 |

**XV** 5dr SUV £28,410–£33,730 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.6i** | 112 | 109 | 13.9 | na | 180 |
| **2.0i** | 154 | 120 | 10.4 | 35.7 | 180 |
| **2.0i e-Boxer** | 148 | 120 | 10.4 | 35.7 | 180 |

**Solterra** 5dr SUV £49,995–£52,995 ★★★★☆
The classic Subaru traits are all carried over into the firm's first EV. **LxWxH** 4690x1860x1650 **Kerb weight** 2015kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **150kW 71.4kWh** | 215 | 99 | 6.9 | 289 | 0 |

## SUZUKI

**Ignis** 5dr hatch £14,749–£18,249 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 Dualjet 12V** | 83 | 103 | 12.7 | 52.3 | 110-112 |
| **1.2 Dualjet 12V Allgrip** | 83 | 103 | 12.8 | 48.6 | 121 |

**Swift** 5dr hatch £15,499–£22,570 ★★★⯪☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.2 Dualjet 83 12V** | 82 | 112 | 13.1 | 59.7 | 106 |
| **1.2 Dualjet 83 12V Allgrip** | 82 | 106 | 13.8 | 52.3 | 121 |
| **1.4 Boosterjet 48V Sport** | 129 | 130 | 9.1 | 50.4 | 125 |

**Swace** 5dr estate £27,499–£29,299 ★★★⯪☆
Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.8 Hybrid** | 120 | 112 | 11.1 | 64.2 | 99 |

**Vitara** 5dr SUV £23,749–£29,299 ★★★⯪☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.4 Boosterjet 48V** | 127 | 118 | 9.5 | 52.7 | 128 |
| **1.4 Boosterjet 48V Allgrip** | 127 | 118 | 10.2 | 45.2 | 140 |

**SX4 S-Cross** 5dr SUV £24,999–£29,799 ★★★☆☆
Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.4 Boosterjet 48V** | 127 | 121 | 10.2 | 53.2 | 120 |
| **1.4 Boosterjet 48V Allgrip** | 127 | 118 | 10.2 | 46.3 | 139 |

**Across** 5dr SUV £46,629 ★★★⯪☆
Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5 PHEV** | 182 | 112 | 6.0 | 282.4 | 22 |

## TESLA

**Model S** 5dr hatch £91,980–£118,980 ★★★★⯪
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **AWD** | 670 | 155 | 3.1 | 405 | 0 |
| **Plaid** | 1020 | 200 | 2.0 | 396 | 0 |

**Model 3** 4dr saloon £42,990–£59,990 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **RWD** | 320 | 140 | 5.3 | 267 | 0 |
| **Long Range** | 434 | 145 | 4.2 | 360 | 0 |
| **Performance** | 522 | 162 | 3.1 | 352 | 0 |

**Model Y** 5dr SUV £54,990–£64,990 ★★★★☆
A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **Long Range** | 434 | 133 | 5.0 | 315 | 0 |
| **Performance** | 563 | 155 | 3.5 | 303 | 0 |

**Model X** 5dr SUV £98,980–£110,980 ★★★★⯪
A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **AWD** | 670 | 155 | 3.8 | 348 | 0 |
| **Plaid** | 1020 | 163 | 2.5 | 340 | 0 |

## TOYOTA

**Aygo X** 3dr hatch £15,095–£19,650 ★★★⯪☆
City car returns from SUV boot camp ready for the ultimate series of speed bumps. **LxWxH** 3700x1740x1525 **Kerb weight** 1360kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.0 VVT-i** | 71 | 98 | 14.9 | 57.6 | 110 |

**Yaris** 5dr hatch £21,080–£24,040 ★★★⯪☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 VVT-i Hybrid** | 114 | 109 | 9.7 | 65.7-68.9 | 92-98 |

**GR Yaris** 5dr hatch £31,070–£34,670 ★★★★★
Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.6 AWD** | 253 | 143 | 5.5 | na | 186 |

**Corolla** 5dr hatch £26,365–£32,115 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.8 VVT-i Hybrid** | 122 | 111 | 10.9 | 57.6-62.8 | 102-112 |
| **2.0 VVT-i Hybrid** | 180 | 111 | 7.9 | 53.3-57.6 | 111-120 |

**Corolla Touring Sports** 5dr estate £27,635–£34,025 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.8 VVT-i Hybrid** | 122 | 111 | 11.1 | 56.5-62.8 | 103-113 |
| **2.0 VVT-i Hybrid** | 180 | 111 | 8.1 | 53.3-56.5 | 112-121 |

**Prius** 5dr hatch £24,890–£35,400 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.8 VVT-i Hybrid** | 120 | 112 | 10.6 | 58.9-67.3 | 94-109 |

**Prius Plug-in Hybrid** 5dr hatch £32,645–£34,745 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.8 VVT-i Hybrid** | 120 | 101 | 11.1 | 188.3-217.3 | 29-35 |

**Yaris Cross** 5dr SUV £24,065–£30,375 ★★★⯪☆
A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.5 Hybrid** | 114 | 106 | 11.2 | 56.5-64.2 | 100-112 |
| **1.5 Hybrid AWD** | 114 | 106 | na | 55.4 | 115 |

**C-HR** 5dr SUV £28,470–£34,600 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **1.8 Hybrid** | 119 | 105 | 11.0 | 57.7-58.9 | 109-110 |
| **2.0 Hybrid** | 181 | 112 | 8.2 | 53.3-54.3 | 119 |

**RAV4** 5dr SUV £33,930–£47,530 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5 Hybrid** | 194 | 112 | 8.4 | 50.4-51.3 | 126-131 |
| **2.5 Hybrid AWD** | 194 | 112 | 8.1 | 47.9-48.7 | 131-134 |
| **2.5 PHEV** | 302 | 112 | 6.0 | na | na |

**Land Cruiser 3dr** 3dr SUV £46,235 ★★★⯪☆
A proper countryside workhorse that will never let you down. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.8 D-4D** | 201 | 109 | 12.7 | 27.7-30.1 | 239-267 |

**Land Cruiser 5dr** 5dr SUV £47,580–£63,580 ★★★⯪☆
Likeably simple, functional and worth considering if you need a dual-purpose SUV. **LxWxH** 4840x1885x1845 **Kerb weight** 2135kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.8 D-4D** | 201 | 109 | 12.7 | 27.7-30.4 | 245-267 |

**Highlander** 5dr SUV £51,670–£53,650 ★★★⯪☆
Seven-seater bucks the trend of large hybrid SUVs being of the plug-in variety. **LxWxH** 4966x1930x1755 **Kerb weight** 2050kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **2.5 Hybrid** | 244 | 112 | 8.3 | 39.8 | 159-160 |

**Mirai** 4dr saloon £49,995–£64,995 ★★★★☆
A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | CO2 (g/km) |
|---|---|---|---|---|---|
| **Hydrogen FCV** | 174 | 109 | 9.0 | 69.4mpkg | 0 |

## WHAT'S COMING WHEN

### Polestar 2 BST Edition 270

On sale January, price £60,000 (est)

Polestar's electric fastback is fast gaining in popularity, and now there's a proper performance version. Limited to 40 cars in the UK, the 'beast' edition has the usual 469bhp but gets a 25mm ride height drop, adjustable Öhlins dampers, 20% stiffer springs and a new front strut bar, all in the name of improved handling, plus bespoke 21in alloys with sticky Pirelli P Zero tyres.

**JANUARY**

**BMW** i7, M3 Touring, Z4 update, **Ineos** Grenadier, **Jaguar** F-Type 75, **Lamborghini** Urus update, Urus Performante, Urus S, **Mercedes-Benz** A-Class update, B-Class update, **Morgan** Plus Four update, Plus Six update, **Polestar** 2 BST Edition 270

**FEBRUARY**

**Citroën** ë-C4 X, **Ferrari** SP3 Daytona, **Hyundai** Ioniq 6, **Kia** Soul EV Urban, **Mazda** CX-60 diesel, **Mercedes-AMG** C63, S63, **Mercedes-Benz** EQE SUV, **Peugeot** 408

**MARCH**

**Alfa Romeo** Tonale PHEV, **BYD** Atto 3, **DS** 3, 3 E-Tense, **Lexus** RX, **Mazda** CX-5 MHEV, **Mercedes-Benz** EQS SUV, **Peugeot** e-208 update, **Vauxhall** Astra GSe, Grandland GSe

**APRIL**

**Alfa Romeo** Giulia update, Stelvio update, **Audi** Q8 E-tron, Q8 E-tron Sportback, R8 GT RWD, TT RS Iconic Edition, **BMW** XM, **Dacia** Jogger Hybrid, **Honda** CR-V, **Lexus** RZ, **Mercedes-Benz** CLA update, **Peugeot** 3008 PHEV update, **Porsche** 911 Dakar, **Skoda** Enyaq iV vRS, **Toyota** Corolla update, Corolla Touring Sports update

**MAY**

**Aiways** U5, **Alpine** A110 R, **Audi** SQ8 E-tron Sportback, **BMW** 7 Series PHEV, M2 Coupé, X5, X6, **Honda** e:Ny1, **Maserati** MC20 Cielo, **Mercedes-Benz** EQT, **Noble** M500, **Peugeot** 508 update, **Vauxhall** Mokka Electric update

**JUNE**

**Abarth** 500e, **Aston Martin** DB11 update, **BMW** M3 CS, **Honda** ZR-V, **Lamborghini** Aventador successor, **Lexus** UX 300e update, **Lotus** Eletre, **Ora** Funky Cat GT, **Peugeot** e-308, e-308 SW, **Praga** Bohema, **Vauxhall** Astra Electric, Astra Sports Tourer Electric

**JULY**

**Chevrolet** Corvette Z06, **Hyundai** Kona, **Lamborghini** Huracán Sterrato, **Maserati** Granturismo, **Munro** Mk1, **Peugeot** 5008 Hybrid, **Porsche** Cayenne update, Cayenne Coupé update, **Volkswagen** ID 3 update

**AUGUST**

**Ferrari** Purosangue, **Jeep** Grand Cherokee, **Lucid** Air, **Pagani** Utopia, **Smart** #1, #1 Brabus

**SEPTEMBER**

**Ford** Mustang, Mustang Convertible, **Jeep** Avenger, **Mercedes-Benz** E-Class, **Vauxhall** Corsa update, Corsa Electric update

**OCTOBER**

**Ford** Puma ST Hybrid, **Hyundai** Ioniq 5 N, **Maserati** Granturismo Folgore, **MG** 4 EV AWD, **Nio** ET5, **Porsche** Panamera, **Rolls-Royce** Spectre, **Volkswagen** ID Aero, Touareg, **Volvo** EX30

**NOVEMBER**

**Aston Martin** DBS 770 Ultimate, **Bentley** Mulliner Batur, **BMW** 5 Series update, **Czinger** 21C, **Ford** E-Tourneo Custom, E-Transit Custom, **Kia** EV9, **Koenigsegg** CC850, **Maserati** Grecale Folgore, **Mazda** MX-30 REx, **Ora** Next Cat, **Polestar** 3, **Renault** Clio update, **Ssangyong** Torres, **Subaru** Crosstrek, **Toyota** bZ Compact, C-HR, **Volkswagen** ID Buzz GTX, ID Buzz LWB, **Volvo** C40 Recharge update, XC40 Recharge update

**DECEMBER**

**Citroën** C3, **Ferrari** SF90 VS, **Fiat** supermini, **Ford** electric crossover, **Maserati** Grancabrio, **Mercedes-AMG** GT, **Mini** 3dr, 5dr, **Polestar** 4, **Renault** Scenic, **Skoda** Superb, **Suzuki** Swift, **Volkswagen** Passat Estate, T-Cross update, Tiguan

New-look DS 3 gets longer range as EV

### GR Supra 2dr coupé £46,505-£54,395 ★★★★☆

Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0i** | 250 | 155 | 5.2 | 38.7 | 167 |
| **3.0i** | 335 | 155 | 4.3 | 34.5 | 188 |

## VAUXHALL

### Corsa 5dr hatch £17,340-£31,160 ★★★½☆

Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 75** | 72 | 108 | 13.2 | 53.3 | 125 |
| **1.2 100** | 97 | 121 | 9.9 | 48.7-52.3 | 126-134 |
| **50kWh Electric** | 132 | 93 | 8.1 | 209 | 0 |
| **1.5 Turbo D 102** | 98 | 117 | 10.2 | 70.0 | 109-110 |

### Astra 5dr hatch £24,315-£35,325 ★★★½☆

Eye-catching, refined and polished to drive, but less practical than its predecessors. **LxWxH** 4373x1860x1441 **Kerb weight** 1341kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 Turbo 110** | 108 | 124 | 10.2 | 54.3 | 119 |
| **1.2 Turbo 130** | 128 | 134 | 9.9 | 54.3 | 119 |
| **1.6 Hybrid** | 178 | 140 | 9.3 | 201-256 | 24-26 |
| **1.5 Turbo D 130** | 128 | 130 | 10.6 | 64.2 | 115 |

### Astra Sports Tourer 5dr estate £25,515-£29,410

More spacious Astra wagon is as attractive as the hatchback. We have yet to drive it. **LxWxH** 4642x1860x1480 **Kerb weight** 1346kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 Turbo 110** | 108 | 124 | 10.8 | 52.3-53.3 | 125-127 |
| **1.2 Turbo 130** | 128 | 130 | 9.9 | 49.6-51.4 | 127-133 |
| **1.6 Hybrid** | 178 | 140 | 9.3 | 201-256 | 24-31 |
| **1.5 Turbo D** | 128 | 130 | 10.8 | 62.8-64.2 | 115-119 |

### Crossland 5dr SUV £19,105-£26,165 ★★★½☆

Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2i 83** | 81 | 105 | 14.0 | 47.1 | 142 |
| **1.2i Turbo 110** | 108 | 117 | 10.6 | 47.1 | 140 |
| **1.2i Turbo 130** | 128 | 128 | 9.1 | 44.1-48.0 | 136-146 |
| **1.5 Turbo D 110** | 107 | 111 | 9.9 | 61.4 | 120 |

### Mokka 5dr SUV £22,265-£31,995 ★★★½☆

Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 100** | 99 | 115 | 10.6 | 51.4 | 124 |
| **1.2 130** | 128 | 125 | 9.1 | 47.1-50.4 | 126-137 |
| **50kWh Electric** | 134 | 93 | 8.7 | 201 | 0 |
| **1.5 Turbo D 110** | 108 | 118 | 10.8 | 64.2-65.7 | 114 |

### Grandland 5dr SUV £26,720-£38,125 ★★★☆☆

Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x2098x1609 **Kerb weight** 1350kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.2 Turbo 130** | 128 | 117 | 10.9-11.1 | 45.6 | 141-147 |
| **1.6 Hybrid** | 223 | 140 | 8.6 | 192.0-210.0 | 34 |
| **1.5 Turbo D 130** | 128 | 119 | 10.2 | 54.3 | 136 |

### Combo Electric Life 5dr MPV £31,110-£31,710 ★★★½☆

Van-based people carrier is usable, spacious and practical, and now electric-only. **LxWxH** 4403x1841x1921 **Kerb weight** 1474kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **50kWh** | 132 | 84 | 11.7 | 174 | 0 |

## VOLKSWAGEN

### Up 3dr/5dr hatch £13,940-£24,085 ★★★★☆

It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 65** | 64 | 100 | 15.6 | 54.3 | 119 |
| **1.0 115 GTI** | 113 | 119 | 8.8 | 51.4 | 125-126 |
| **e-Up** | 81 | 80 | 12.4 | 159 | 0 |

### Polo 5dr hatch £18,855-£27,805 ★★★★☆

A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 80** | 78 | 106 | 15.4 | 51.4 | 125 |
| **1.0 TSI 95** | 93 | 116 | 10.8 | 48.7-53.3 | 120-127 |
| **1.0 TSI 110** | 108 | 121 | 9.9 | 53.3-54.3 | 118-119 |
| **2.0 TSI GTI** | 204 | 149 | 6.5 | 39.8-41.5 | 155 |

### Golf 5dr hatch £25,340-£42,190 ★★★★½

New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1492 **Kerb weight** 1231kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 110** | 108 | 126 | 10.2 | 53.3 | 121 |
| **1.5 TSI Evo 130** | 128 | 130 | 9.1 | 51.4-53.3 | 121-124 |
| **1.5 TSI Evo 150** | 148 | 139 | 8.9 | 50.4-51.4 | 124-128 |
| **1.4 TSI eHybrid** | 201 | 137 | 7.4 | 235.4 | 21-26 |
| **1.4 TSI GTE** | 242 | 140 | 6.7 | 235.4 | 27-28 |
| **2.0 TSI GTI** | 242 | 155 | 6.4 | 38.2 | 169 |
| **2.0 TSI 300 GTI** | 296 | 155 | 5.6 | 38.2 | 167 |
| **2.0 TSI 320 R 4Motion** | 296 | 155 | 4.7 | 36.2 | 177 |
| **2.0 TDI 115** | 113 | 126 | 10.2 | 67.3-68.9 | 107-110 |
| **2.0 TDI 150** | 148 | 139 | 8.8 | 64.2 | 116-117 |
| **2.0 TDI 200 GTD** | 197 | 152 | 7.1 | 54.3 | 137 |

### Golf Estate 5dr estate £26,690-£44,535 ★★★★☆

Wagon puts on a growth spurt and adopts the eighth-generation hatchback's tech. **LxWxH** 4633x1789x1497 **Kerb weight** 1295kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 110** | 108 | 126 | 10.5 | 51.4 | 124 |
| **1.5 TSI 130** | 128 | 133 | 9.4 | 52.4 | 123 |
| **1.5 TSI 150** | 148 | 139 | 8.7 | 49.6 | 128 |
| **2.0 TSI R 4Motion** | 316 | 155 | 4.9 | 35.8 | 178 |
| **2.0 TDI 115** | 113 | 126 | 10.5 | 64.2 | 114 |
| **2.0 TDI 150** | 148 | 139 | 9.1 | 61.4 | 121 |
| **2.0 TDI 4Motion Alltrack** | 198 | 142 | 7.1 | 50.4 | 147 |

### ID 3 5dr hatch £33,835-£40,550 ★★★★☆

A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **107kW 58kWh** | 143 | 99 | 9.6 | 263 | 0 |
| **150kW 58kWh** | 201 | 99 | 7.3 | 261 | 0 |
| **150kW 77kWh** | 201 | 99 | 7.9 | 336 | 0 |

### Passat 4dr saloon £28,205-£40,820 ★★★★☆

Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI Evo 150** | 148 | 137 | 8.7 | 46.3-47.9 | 139-146 |
| **1.4 TSI GTE PHEV** | 215 | 138 | 7.4 | 217.3 | 30 |
| **2.0 TDI 122** | 120 | 127 | 11.3 | 58.91 | 125 |
| **2.0 TDI 150** | 148 | 139 | 8.9 | 58.9-60.1 | 124-127 |
| **2.0 TDI 200** | 197 | 147 | 7.4 | 53.3 | 138 |

### Passat Estate 5dr estate £32,215-£43,770 ★★★★☆

All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI Evo 150** | 148 | 133 | 8.9 | 44.8-45.6 | 144-151 |
| **1.4 TSI GTE PHEV** | 215 | 138 | 7.6 | 201.8 | 33 |
| **2.0 TDI 122** | 120 | 123 | 11.5 | 57.6 | 129 |
| **2.0 TDI 150** | 148 | 130-132 | 9.1 | 56.5-57.6 | 128-132 |
| **2.0 TDI 200** | 197 | 145 | 7.6 | 52.3 | 143 |

### Arteon 4dr saloon £38,255-£55,210 ★★★½☆

VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI 150** | 148 | 137 | 8.9 | 42.8-44.8 | 144-151 |
| **2.0 TSI 190** | 187 | 149 | 7.9 | 36.2-38.2 | 168-178 |
| **1.4 TSI eHybrid** | 218 | 138 | 7.8 | 217.3 | 30-31 |
| **2.0 TSI R 4Motion** | 316 | 155 | 4.9 | 31.0 | 207 |
| **2.0 TDI 150** | 148 | 137 | 9.5 | 55.4-58.9 | 126-134 |
| **2.0 TDI 200** | 197 | 147 | 7.9 | 51.4-54.3 | 137-145 |
| **2.0 TDI 200 4Motion** | 197 | 145 | 7.4 | 46.3 | 159 |

### Arteon Shooting Brake 5dr estate £39,485-£56,085 ★★★½☆

Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4866x1871x1450 **Kerb weight** 1529kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI 150** | 148 | 135 | 8.9 | 42.2-43.5 | 145-153 |
| **2.0 TSI 190** | 187 | 145 | 7.9 | 35.8-37.2 | 171-179 |
| **1.4 TSI eHybrid** | 218 | 138 | 7.8 | 217.3 | 31-32 |
| **2.0 TSI R 4Motion** | 316 | 155 | 4.9 | 31.0 | 207 |
| **2.0 TDI 150** | 148 | 135 | 9.4 | 54.3-57.6 | 128-136 |
| **2.0 TDI 200** | 197 | 145 | 7.9 | 50.4-53.3 | 139-147 |
| **2.0 TDI 200 4Motion** | 197 | 143 | 7.4 | 46.3 | 161 |

### Touran 5dr MPV £32,735-£35,730 ★★★★☆

Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI Evo 150** | 148 | 118 | 11.4 | 39.8-40.9 | 154-162 |

### T-Cross 5dr SUV £22,130-£30,150 ★★★★½

Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 95** | 93 | 112 | 11.5 | 47.9 | 132-133 |
| **1.0 TSI 110** | 108 | 117 | 9.9-10.4 | 42.8-48.7 | 132-149 |
| **1.5 TSI Evo 150** | 147 | 124 | 8.5 | 46.3-47.1 | 136-138 |

### Taigo 5dr SUV £23,155-£30,555 ★★★½☆

Crossover-coupé-SUV-type thing fills a niche. Likeable enough. **LxWxH** 4266x1757x1518 **Kerb weight** 1407kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 95** | 95 | 114 | 11.1 | 51.4 | 124 |
| **1.0 TSI 110** | 110 | 119 | 10.4 | 51.4-52.3 | 124-125 |
| **1.5 TSI 150** | 150 | 132 | 8.3 | 47.9 | 138 |

### T-Roc 5dr SUV/open £25,810-£41,750 ★★★★☆

VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.0 TSI 110** | 108 | 115 | 10.8 | 43.5-46.3 | 133-146 |
| **1.5 TSI Evo 150** | 148 | 127 | 8.3-9.6 | 40.9-47.9 | 144-158 |
| **2.0 TSI 4Motion** | 188 | 135 | 7.2 | 36.2 | 177-178 |
| **2.0 TSI R 300 4Motion** | 298 | 155 | 4.9 | 31.7 | 201 |
| **2.0 TDI 115** | 113 | 116 | 10.4 | 56.5-60.1 | 137-146 |
| **2.0 TDI 150** | 148 | 124 | 8.8-10.8 | 50.4-53.3 | 140-146 |

### Tiguan 5dr SUV £29,550-£48,540 ★★★★☆

An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI Evo 130** | 128 | 119 | 10.2 | 44.1-44.8 | 143-146 |
| **1.5 TSI Evo 150** | 148 | 126 | 9.2-9.3 | 38.2-42.2 | 143-168 |
| **1.4 eHybrid** | 242 | 127 | 7.5 | 148-176 | 36-44 |
| **2.0 TSI 4Motion** | 188 | 133 | 7.4 | 33.2-34.0 | 187-192 |
| **2.0 TSI R** | 316 | 155 | 4.9 | 28.5 | 225 |
| **2.0 TDI 150** | 148 | 125-127 | 9.3 | 47.1-50.4 | 146-157 |
| **2.0 TDI 150 4Motion** | 148 | 124-125 | 9.3 | 43.5-45.6 | 163-171 |
| **2.0 TDI 200 4Motion** | 197 | 134 | 7.5 | 42.8 | 172-177 |

### Tiguan Allspace 5dr SUV £33,785-£45,520 ★★★★☆

Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 TSI Evo 150** | 148 | 123 | 9.5-10.0 | 37.2-39.2 | 164-176 |
| **2.0 TSI 4Motion** | 188 | 132 | 7.7 | 32.5 | 193 |
| **2.0 TDI 150** | 148 | 126 | 9.7 | 44.8-47.1 | 164-165 |
| **2.0 TDI 150 4Motion** | 148 | 123-124 | 9.8 | 41.5 | 177-179 |
| **2.0 TDI 200 4Motion** | 197 | 132 | na | 40.4-41.5 | 176-184 |

### ID 4 5dr SUV £36,550-£57,270 ★★★★☆

Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **109kW 52kWh** | 148 | 99 | 10.9 | 213 | 0 |
| **125kW 52kWh** | 170 | 99 | 9.0 | 213 | 0 |
| **150kW 77kWh** | 204 | 99 | 8.5 | 317 | 0 |
| **220kW GTX** | 299 | 112 | 6.2 | 301 | 0 |

### Touareg 5dr SUV £59,690-£71,170 ★★★★☆

Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **3.0 V6 TSI 340** | 335 | 155 | 5.9 | 25.2-25.7 | 249-252 |
| **3.0 V6 R 4Motion PHEV** | 462 | 155 | 5.1 | 97.4 | 66-68 |
| **3.0 V6 TDI 231** | 228 | 135 | 7.5 | 33.6-34.4 | 214-219 |
| **3.0 V6 TDI 286** | 282 | 148 | 6.1 | 33.6-34.9 | 213-219 |

## VOLVO

### S60 4dr saloon £44,580-£56,480 ★★★★☆

Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 B5P** | 246 | 112 | 6.7 | 41.5 | 153 |
| **2.0 T8 Recharge PHEV** | 384 | 112 | 4.6 | 122.8-176.5 | 42 |

### V60 5dr estate £41,325-£55,630 ★★★★½

Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 B3** | 161 | 112 | 9.1 | 40.9 | 155 |
| **2.0 B4** | 197 | 112 | 8.0 | 41.5 | 152 |
| **2.0 B5** | 246 | 112 | 6.8-6.9 | 37.7-40.4 | 157-170 |
| **2.0 B6** | 297 | 112 | 6.0 | 36.2 | 175 |
| **2.0 T6 Recharge PHEV** | 335 | 112 | 4.6 | 362.6 | 18 |
| **2.0 B4D** | 197 | 112 | 7.6 | 47.0-50.4 | 146-156 |

### V60 Cross Country 5dr estate £46,105-£50,595 ★★★★☆

Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 B5P** | 248 | 112 | 6.9 | 35.8 | 180 |
| **2.0 B4D** | 197 | 112 | 8.2 | 47.9 | 155 |

### S90 4dr saloon £63,075-£67,825 ★★★★☆

Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 T8 Recharge PHEV** | 384 | 112 | 5.1 | na | na |

### V90 5dr estate £44,725-£68,525 ★★★★☆

Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 B4P** | 197 | 112 | 7.9 | 40.9 | 158 |
| **2.0 B5P** | 246 | 112 | 6.9 | 36.6-40.4 | 159-175 |
| **2.0 B6P** | 297 | 112 | 6.2 | 34.4-36.2 | 178-184 |
| **2.0 T6 Recharge PHEV** | 335 | 112 | 5.9 | na | na |
| **2.0 B4D** | 197 | 112 | 8.8 | 44.8-49.5 | 149-164 |

### V90 Cross Country 5dr estate £53,590-£59,860 ★★★★☆

Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 B5P AWD** | 250 | 140 | 7.4 | 32.5 | 196 |
| **2.0 B6P AWD** | 310 | 140 | 6.3 | 32.5 | 196 |
| **2.0 B5D AWD** | 228 | 140 | 7.5 | 40.9 | 181 |

### XC40 5dr SUV £26,515-£51,600 ★★★★☆

Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.5 T2** | 126 | 112 | 10.9 | 40.4 | 158 |
| **1.5 T3** | 160 | 112 | 9.3-9.6 | 38.7-40.4 | 158-166 |
| **1.5 T4 Recharge** | 208 | 112 | 8.5 | 113-135 | 47-57 |
| **1.5 T5 Recharge PHEV** | 258 | 112 | 7.3 | 117.7-141.1 | 45-55 |
| **2.0 B4P** | 197 | 112 | 8.4 | 36.7-39.2 | 162-176 |
| **2.0 B5P** | 246 | 112 | 6.9 | 36.7 | 174-176 |
| **69kWh Recharge** | 228 | 99 | 7.4 | 261 | 0 |
| **78kWh Recharge** | 402 | 112 | 4.9 | 249 | 0 |

### C40 Recharge 5dr SUV £47,100-£61,950 ★★★½☆

Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **69kWh Recharge** | 231 | 99 | 7.4 | 269 | 0 |
| **78kWh Recharge** | 402 | 112 | 4.9 | 273 | 0 |

### XC60 5dr SUV £47,460-£67,780 ★★★½☆

Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 B5P** | 246 | 112 | 6.9 | 36.7-38.1 | 168-176 |
| **2.0 T6 Recharge PHEV** | 335 | 112 | 5.9 | 282.1 | 23-64 |
| **2.0 T8 Recharge PHEV** | 384 | 112 | 5.5 | 282.1 | 25-64 |
| **2.0 B4D** | 194 | 112 | 8.3 | 44.8-45.5 | 161-166 |

### XC90 5dr SUV £61,990-£81,925 ★★★★☆

Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 B5P** | 246 | 112 | 7.7 | 32.4 | 198 |
| **2.0 B6P** | 296 | 112 | 6.7 | 90.7 | 210 |
| **2.0 T8 Recharge PHEV** | 384 | 112 | 5.8 | 217 | 28-76 |
| **2.0 B5D** | 232 | 112 | 7.6 | 41.5 | 178 |

## WELLS

### Vertige 2dr coupé £40,000 ★★★★☆

Brings traditional British sports car values to an exclusive audience. **LxWxH** 1450x1752x1142 **Kerb weight** 850

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0** | 209 | 140 | 4.6 | 45.0 | na |

## WESTFIELD

### Sport 2dr coupé £19,950-£35,800 ★★★★☆

Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** na **Kerb weight** na

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **1.6 Sigma** | 135 | na | na | na | na |
| **1.6 Sigma** | 155 | na | na | na | na |
| **2.0 Duratec** | 200 | na | na | na | na |
| **2.0 Ecoboost** | 252 | na | na | na | na |

### Mega 2dr coupé £16,950 ★★★½☆

Mega engine makes it rapid, but isn't as fun as Caterham's R range. And you have to build it yourself. **LxWxH** na **Kerb weight** na

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **2.0 VTEC S2000** | 240 | na | na | na | na |

## ZENVO

### TSR-S 2dr coupé £1,300,000 ★★★★☆

Danish supercar employs a hammer-blow V8 and extreme aerodynamics. **LxWxH** 4815x2038x1198 **Dry weight** 1495kg

| | Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (MPG/range) | $CO_2$ (g/km) |
|---|---|---|---|---|---|
| **5.8 S/C V8 Auto** | 1177 | 202 | 2.8 | na | na |

# ROAD TEST INDEX

The latest and greatest rated as only Autocar knows how

Mercedes-Benz EQE

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and we also weigh every car we test.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores from the most recent road tests reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or you can order a back issue by phoning 0344 848 8816.

**Matt Saunders, road test editor**

### ABARTH

| | | |
|---|---|---|
| **124 Spider** | ★★★★☆ | 22.3.17 |

### ALFA ROMEO

| | | |
|---|---|---|
| **Giulia** Quadrifoglio | ★★★★½ | 29.3.17 |
| **Stelvio** 2.2D 210 Milano | ★★★½☆ | 3.1.18 |
| Quadrifoglio | ★★★★☆ | 9.1.19 |

### ALPINA

| | | |
|---|---|---|
| **B3** Touring | ★★★★★ | 4.11.20 |
| **B8 Gran Coupé** | ★★★★☆ | 22.9.21 |

### ALPINE

| | | |
|---|---|---|
| **A110** Premiere Edition | ★★★★★ | 16.5.18 |
| Légende GT | ★★★★½ | 9.3.22 |

### ARIEL

| | | |
|---|---|---|
| **Atom 4** | ★★★★★ | 9.10.19 |
| **Nomad** | ★★★★★ | 24.6.15 |

### ASTON MARTIN

| | | |
|---|---|---|
| **Vantage** V8 | ★★★★½ | 23.5.18 |
| F1 Edition Coupé | ★★★★☆ | 1.9.21 |
| **DBS** Superleggera | ★★★★★ | 21.11.18 |
| **DBX** | ★★★★½ | 28.10.20 |
| 707 | ★★★★☆ | 30.11.22 |

### AUDI

| | | |
|---|---|---|
| **A1 Sportback** 35 TFSI S line | ★★★½☆ | 2.10.19 |
| **A3 Sportback** S3 | ★★★½☆ | 18.11.20 |
| **A4** S4 TDI | ★★★★☆ | 18.9.19 |
| RS4 Avant | ★★★★☆ | 14.2.18 |
| **A5** S5 | ★★★½☆ | 11.1.17 |
| A5 Sportback 2.0 TFSI S line | ★★★½☆ | 8.3.17 |
| **A6** 40 TDI S line Avant | ★★★★☆ | 14.11.18 |
| 50 TFSIe S Line Quattro | ★★★★☆ | 5.1.22 |
| RS6 Avant Carbon Black | ★★★★☆ | 11.3.20 |
| **A7** Sportback 50 TDI Sport | ★★★½☆ | 11.7.18 |
| **A8** L 60 TFSIe Sport Quattro | ★★★½☆ | 17.6.20 |
| **TT** RS | ★★★★☆ | 7.12.16 |
| **E-tron** 55 Quattro | ★★★★½ | 26.6.19 |
| S Quattro | ★★★½☆ | 2.6.21 |
| **Q2** SQ2 Quattro | ★★★★☆ | 20.3.19 |
| **Q4 E-tron** 40 Sport | ★★★½☆ | 7.7.21 |
| **Q5** 2.0 TDI S line | ★★★★☆ | 15.3.17 |
| SQ5 Quattro | ★★★½☆ | 21.6.17 |
| SQ5 Sportback TDI Quattro | ★★★½☆ | 3.8.22 |
| **Q7** SQ7 4.0 TDI | ★★★★☆ | 26.10.16 |
| **Q8** 50 TDI S Line | ★★★★☆ | 26.9.18 |
| **R8** V10 Plus | ★★★★☆ | 30.12.15 |

### BENTLEY

| | | |
|---|---|---|
| **Continental GT** W12 Coupé | ★★★★½ | 2.5.18 |
| Speed Coupé | ★★★★☆ | 22.12.21 |
| **Flying Spur** W12 | ★★★★½ | 15.7.20 |
| Hybrid Mulliner | ★★★★½ | 17.8.22 |
| **Bentayga** W12 | ★★★★½ | 18.5.16 |

### BMW

| | | |
|---|---|---|
| **1 Series** 118i M Sport | ★★★★☆ | 30.10.19 |
| **2 Series** 220i Coupé | ★★★★☆ | 1.6.22 |
| M2 CS M-DCT | ★★★★½ | 19.8.20 |
| 218i Gran Coupé M Sport | ★★★☆☆ | 8.4.20 |
| **3 Series** 320d M Sport | ★★★★★ | 15.5.19 |
| 330d xDrive M Sport | ★★★★½ | 15.1.20 |
| 330e M Sport | ★★★★½ | 1.7.20 |
| **4 Series** M440i xDrive | ★★★★☆ | 6.1.21 |
| M4 Competition | ★★★★½ | 21.4.21 |
| M4 CSL | ★★★★☆ | 16.11.22 |
| **5 Series** 520d M Sport | ★★★★½ | 31.5.17 |
| 545e M Sport | ★★★★☆ | 20.10.21 |
| M5 | ★★★★½ | 18.4.18 |
| M5 CS | ★★★★★ | 14.7.21 |
| **6 Series** GT 630d xDrv M Spt | ★★★½☆ | 18.11.17 |
| **8 Series** 840d xDrive | ★★★½☆ | 16.1.19 |
| M8 Competition Convertible | ★★★½☆ | 5.2.20 |
| M8 Competition Coupé | ★★★½☆ | 3.6.20 |
| **i3** 1.3S Range Extender | ★★★★☆ | 21.2.18 |
| **i4** M50 | ★★★★☆ | 19.1.22 |
| **iX** xDrive50 M Sport | ★★★★½ | 2.3.22 |
| **X2** M35i | ★★★½☆ | 25.9.19 |
| **X3** xDrive20d M Sport | ★★★★☆ | 17.1.18 |
| **X4** M Competition | ★★★☆☆ | 13.11.19 |
| **X5** xDrive30d M Sport | ★★★★☆ | 2.1.19 |
| **X7** xDrive M50i M Perf'nce | ★★★★☆ | 9.9.20 |

### CATERHAM

| | | |
|---|---|---|
| **Seven** 420 Cup | ★★★★½ | 31.8.22 |

### CHEVROLET

| | | |
|---|---|---|
| **Corvette** LT3 Coupé | ★★★★☆ | 22.6.22 |

### CITROEN

| | | |
|---|---|---|
| **C3 Aircross** Puretech 110 | ★★★½☆ | 7.3.18 |
| **C4** Puretech 130 Auto | ★★★☆☆ | 26.5.21 |
| **C5 X** Puretech 180 | ★★★★☆ | 28.9.22 |
| **C5 Aircross** BlueHDi 180 | ★★★½☆ | 13.2.19 |

### CUPRA

| | | |
|---|---|---|
| **Born** 204 58kWh V3 | ★★★½☆ | 6.7.22 |
| **Leon** 310 VZ3 Estate | ★★★★☆ | 8.9.21 |
| 2.0 TSI 245 VZ2 Hatch | ★★★★☆ | 27.7.22 |
| **Ateca** 2.0 TSI 4Drive | ★★★½☆ | 23.1.19 |
| **Formentor** 2.0 TSI VZ2 | ★★★★½ | 3.2.21 |

### DACIA

| | | |
|---|---|---|
| **Sandero** Stepway TCe 90 | ★★★★☆ | 28.4.21 |
| **Duster** SCe 115 Comfort | ★★★★☆ | 22.8.18 |
| **Jogger** 1.0 TCe 110 Comfort | ★★★★½ | 20.4.22 |

### DALLARA

| | | |
|---|---|---|
| **Stradale** | ★★★★½ | 16.10.19 |

### DS

| | | |
|---|---|---|
| **3 Crossback** Puretech 155 | ★★★☆☆ | 10.7.19 |
| **4** E-Tense 225 | ★★★½☆ | 29.6.22 |
| **7 Crossback** Puretech 225 | ★★★½☆ | 19.9.18 |
| **9** E-Tense 225 | ★★★½☆ | 2.2.22 |

### FERRARI

| | | |
|---|---|---|
| **488** Pista | ★★★★½ | 7.8.19 |
| **296 GTB** | ★★★★★ | 21.12.22 |
| **812 Superfast** | ★★★★☆ | 25.7.18 |
| **SF90 Stradale** | ★★★★☆ | 3.11.21 |

### FIAT

| | | |
|---|---|---|
| **Panda** 4x4 Twinair | ★★★★½ | 17.4.13 |
| **500** Abarth 595 | ★★★★☆ | 26.2.14 |
| Icon 42kWh | ★★★★☆ | 26.1.22 |

### FORD

| | | |
|---|---|---|
| **Fiesta** 1.0T Ecoboost | ★★★★☆ | 9.8.17 |
| ST-3 1.5 T Ecoboost | ★★★★½ | 15.8.18 |
| **Focus** 1.5 Ecoboost 182 | ★★★★½ | 20.2.19 |
| ST | ★★★★☆ | 11.9.19 |
| **Mustang** 5.0 V8 GT F'back | ★★★★☆ | 24.2.16 |
| Bullitt | ★★★★☆ | 5.12.18 |
| **Mustang Mach-E** Extended Range RWD | ★★★★☆ | 23.6.21 |
| GT AWD | ★★★☆☆ | 27.4.22 |
| **Puma** 1.0T 125 MHEV | ★★★★½ | 25.3.20 |
| ST | ★★★★☆ | 24.3.21 |
| **Kuga** 2.5 PHEV ST-Line | ★★★½☆ | 24.6.20 |
| **Ranger** Raptor | ★★★★☆ | 28.8.19 |

### GENESIS

| | | |
|---|---|---|
| **GV60** Sport Plus | ★★★★☆ | 24.8.22 |
| **G70** 2.2 CRDi Luxury Line | ★★★½☆ | 10.11.21 |
| **Electrified G80** | ★★★½☆ | 12.10.22 |
| **GV80** 3.0D Luxury 5-Seater | ★★★½☆ | 15.9.21 |

### HONDA

| | | |
|---|---|---|
| **E** Advance | ★★★½☆ | 26.8.20 |
| **Jazz** 1.5 i-MMD Hybrid EX | ★★★½☆ | 7.10.20 |
| **Civic** 1.5 i-VTEC Turbo | ★★★★☆ | 19.4.17 |
| 2.0 Type R GT | ★★★★½ | 25.10.17 |
| **Clarity FCV** | ★★★★☆ | 12.7.17 |
| **HR-V** e:HEV | ★★★½☆ | 24.11.21 |
| **CR-V** 1.5T EX CVT AWD | ★★★½☆ | 7.11.18 |

### HYUNDAI

| | | |
|---|---|---|
| **i10** 1.2 MPi Premium | ★★★★☆ | 15.4.20 |
| **i20** 1.0 T-GDI 100 48V | ★★★½☆ | 24.2.21 |
| N | ★★★★½ | 25.8.21 |
| **i30** N | ★★★½☆ | 27.12.17 |
| 1.4 Premium SE | ★★★½☆ | 13.9.17 |
| **Kona Electric** 64kWh | ★★★★☆ | 31.10.18 |
| **Santa Fe** 2.2 CRDi | ★★★½☆ | 6.3.19 |
| **Tucson** 1.6 T-GDi Hybrid | ★★★★☆ | 17.3.21 |
| **Nexo** | ★★★½☆ | 12.6.19 |

### JAGUAR

| | | |
|---|---|---|
| **F-Type** V8 S Convertible | ★★★★☆ | 12.6.13 |
| 2.0 R-Dynamic Coupé | ★★★★☆ | 22.11.17 |
| P575 R AWD Coupé | ★★★★☆ | 29.4.20 |
| **XF** 2.0 R-Sport | ★★★★½ | 2.12.15 |
| 300 R-S Sportbrake | ★★★½☆ | 17.4.19 |
| **XE** 2.0 R-Sport | ★★★★½ | 1.7.15 |
| **E-Pace** D180 AWD SE | ★★★½☆ | 11.4.18 |
| **F-Pace** 2.0d AWD | ★★★★☆ | 11.5.16 |
| P400e R-Dynamic HSE | ★★★★☆ | 1.12.21 |
| SVR | ★★★★½ | 24.7.19 |
| **I-Pace** EV400 S | ★★★★½ | 12.9.18 |

### JEEP

| | | |
|---|---|---|
| **Compass** 2.0 M'jet 4x4 L'd | ★★★☆☆ | 3.10.18 |
| 4xe S | ★★★☆☆ | 16.2.22 |
| **Renegade** 4xe Trailhawk | ★★★☆☆ | 30.6.21 |
| **Wrangler** 2.2 M'Jet-II Ov'd | ★★★★☆ | 10.4.19 |

### KIA

| | | |
|---|---|---|
| **Stinger** 2.0 T-GDI GT-L S | ★★★½☆ | 25.4.18 |
| **Rio** 1.0 T-GDI 3 Eco | ★★★½☆ | 1.3.17 |
| **Ceed** 1.6 CRDi 115 2 | ★★★½☆ | 29.8.18 |
| **Proceed** 1.4 T-GDi | ★★★½☆ | 27.2.19 |
| **Xceed** 1.4 T-GDi | ★★★½☆ | 20.11.19 |
| **Niro** EV 3 | ★★★★☆ | 7.9.22 |
| **EV6** 77.4kWh GT-Line RWD | ★★★★½ | 12.1.22 |
| **Sportage** 1.6 HEV 2WD | ★★★½☆ | 15.6.22 |
| **Sorento** 1.6 HEV G-TDi 2 | ★★★½☆ | 20.1.21 |

### LAMBORGHINI

| | | |
|---|---|---|
| **Huracán** Performante | ★★★★½ | 11.10.17 |
| Evo RWD Coupé | ★★★★½ | 20.5.20 |
| **Aventador** SVJ | ★★★★☆ | 19.6.19 |
| **Urus** | ★★★★☆ | 3.7.19 |

### LAND ROVER

| | | |
|---|---|---|
| **Defender** 110 P400 X | ★★★★½ | 13.5.20 |
| **Discovery** Sport D180 AWD | ★★★★☆ | 8.1.20 |
| **Range Rover Evoque** P300e | ★★★★½ | 10.2.21 |
| **Range Rover Velar** D240 | ★★★½☆ | 30.8.17 |
| **Range Rover Sport** D300 | ★★★★½ | 2.11.22 |
| SVR | ★★★★★ | 15.4.15 |
| **Range Rover** D350 HSE | ★★★★½ | 13.7.22 |

### LEXUS

| | | |
|---|---|---|
| **LC** 500 Sport+ | ★★★★☆ | 18.10.17 |
| **NX** 350h Prem'm Plus Pack | ★★★★☆ | 16.3.22 |
| **RC F** | ★★★☆☆ | 18.2.15 |
| **ES** 300h Takumi | ★★★½☆ | 6.2.19 |
| **LS** 500h Premier AWD | ★★★☆☆ | 6.6.18 |

### LOTUS

| | | |
|---|---|---|
| **Elise** Cup 250 | ★★★½☆ | 29.6.16 |
| **Exige** Sport 390 Final Edit'n | ★★★★½ | 21.7.21 |

### MASERATI

| | | |
|---|---|---|
| **Ghibli** Diesel | ★★★½☆ | 12.3.14 |
| **Quattroporte** Trofeo | ★★☆☆☆ | 4.8.21 |
| **Levante** S Granlusso | ★★★½☆ | 8.5.19 |

### MAZDA

| | | |
|---|---|---|
| **2** 1.5 Skyactiv-G SE | ★★★★☆ | 22.4.15 |
| **3** 2.0 Skyactiv-X | ★★★★☆ | 6.11.19 |
| **MX-5** 1.5 SE-L Nav | ★★★★½ | 2.9.15 |
| **MX-30** 145PS | ★★★½☆ | 10.3.21 |
| **CX-5** 2.2D Sport Nav | ★★★★☆ | 28.6.17 |

### McLAREN

| | | |
|---|---|---|
| **Artura** | ★★★★½ | 19.10.22 |
| **600LT Spider** 3.8 V8 | ★★★★½ | 22.5.19 |
| **620R** 3.8 V8 | ★★★★☆ | 23.12.20 |
| **GT** 4.0 V8 | ★★★½☆ | 27.1.21 |
| **720S** 4.0 V8 | ★★★★★ | 24.5.17 |
| **Senna** 4.0 V8 | ★★★★★ | 10.10.18 |
| **P1** | ★★★★★ | 7.5.14 |

### MERCEDES-AMG

| | | |
|---|---|---|
| **A-Class** A45 S 4Matic+ Plus | ★★★★½ | 4.3.20 |
| **C-Class** C63 | ★★★★½ | 3.6.15 |
| C63 S Coupé | ★★★★½ | 24.4.19 |
| **CLS** 53 4Matic+ | ★★★★☆ | 17.10.18 |
| **EQS** 53 4Matic+ | ★★★★☆ | 8.6.22 |
| **GT** R | ★★★★½ | 10.5.17 |
| **GT 4-Door Coupé** 63 4Matic+ | ★★★★½ | 13.3.19 |
| **SLC** 43 | ★★★½☆ | 6.7.16 |
| **GLC** 63 S 4Matic+ | ★★★½☆ | 13.6.18 |
| **GLE** 53 4Matic+ | ★★★½☆ | 14.10.20 |

### MERCEDES-BENZ

| | | |
|---|---|---|
| **A-Class** A200 Sport | ★★★★☆ | 4.7.18 |
| A250e AMG Line Premium | ★★★☆☆ | 5.8.20 |
| **B-Class** B180 Sport | ★★★★☆ | 3.4.19 |
| **CLA** 250 | ★★★☆☆ | 21.8.19 |
| **C-Class** C300e AMG Line | ★★★★½ | 4.5.22 |
| **E-Class** E400 Coupé | ★★★★☆ | 14.6.17 |
| E300 Cabriolet | ★★★½☆ | 6.10.21 |
| **S-Class** S580e L | ★★★★½ | 6.4.22 |
| **EQA** 250 | ★★★☆☆ | 17.11.21 |
| **EQB** 300 4Matic | ★★★½☆ | 18.5.22 |
| **EQE** 350+ | ★★★½☆ | 4.1.23 |
| **GLB** 220d 4Matic | ★★★½☆ | 16.9.20 |
| **GLC** 250d | ★★★★☆ | 10.2.16 |
| **G-Class** G350d AMG Line | ★★★★☆ | 17.7.19 |
| **GLS** 400d | ★★★½☆ | 12.2.20 |
| **X-Class** X250d 4Matic | ★★★½☆ | 20.6.18 |

### MG

| | | |
|---|---|---|
| **3** 1.5 3Form Sport | ★★★½☆ | 25.12.13 |
| **5 SW EV** Exclusive | ★★★½☆ | 25.11.20 |
| **ZS** EV Exclusive | ★★★☆☆ | 4.12.19 |

### MINI

| | | |
|---|---|---|
| **Mini** Cooper S | ★★★★½ | 2.4.14 |
| Cooper S Works 210 | ★★★★½ | 6.12.17 |
| **Clubman** Cooper D | ★★★½☆ | 25.11.15 |
| **Convertible** Cooper S Sport Automatic | ★★★★☆ | 19.5.21 |
| **Countryman** Cooper D | ★★★½☆ | 22.2.17 |
| Plug-in Hybrid | ★★★½☆ | 26.7.17 |

### MITSUBISHI

| | | |
|---|---|---|
| **Eclipse Cross** 1.5 2WD | ★★★☆☆ | 14.3.18 |
| **Outlander** PHEV GX4hs | ★★★½☆ | 16.4.14 |

### MORGAN

| | | |
|---|---|---|
| **Plus Four** | ★★★½☆ | 12.8.20 |
| **Super 3** | ★★★★½ | 9.11.22 |

### NISSAN

| | | |
|---|---|---|
| **Micra** 0.9 N-Connecta | ★★★★☆ | 26.4.17 |
| DIG-T 117 N-Sport | ★★★☆☆ | 27.3.19 |
| **Juke** 1.0 DIG-T 117 | ★★★½☆ | 29.1.20 |
| **Qashqai** 1.3 DIG-T 158 | ★★★★☆ | 28.7.21 |
| **Ariya** 87kWh Evolve | ★★★½☆ | 26.10.22 |
| **GT-R** Recaro | ★★★★½ | 16.11.16 |

### PEUGEOT

| | | |
|---|---|---|
| **208** e-208 Allure Premium | ★★★★☆ | 6.5.20 |
| **308** 1.2T Puretech 130 GT | ★★★★☆ | 25.5.22 |
| **508** GT BlueHDi 180 | ★★★★☆ | 24.10.18 |
| Hybrid 225 Allure SW | ★★★★☆ | 8.7.20 |
| PSE Hybrid4 SW | ★★★★☆ | 5.5.21 |
| **2008** e-2008 GT Line | ★★★½☆ | 30.9.20 |
| **3008** 1.6 BlueHDi GT Line | ★★★½☆ | 18.1.17 |
| **5008** 2.0 BlueHDi GT Line | ★★★½☆ | 1.11.17 |

### POLESTAR

| | | |
|---|---|---|
| **1** | ★★★★☆ | 21.10.20 |

### PORSCHE

| | | |
|---|---|---|
| **718** Boxster | ★★★★½ | 8.6.16 |
| Spyder | ★★★★½ | 1.4.20 |
| Cayman S | ★★★★½ | 10.8.16 |
| Cayman GTS | ★★★★½ | 9.5.18 |
| Cayman GT4 RS | ★★★★★ | 14.9.22 |
| **911** GT2 RS | ★★★★☆ | 18.7.18 |
| Carrera S | ★★★★½ | 29.5.19 |
| GT3 PDK | ★★★★½ | 11.8.21 |
| Turbo S | ★★★★½ | 10.8.22 |
| **Cayenne** Turbo | ★★★★☆ | 5.9.18 |
| Turbo S E-Hybrid | ★★★½☆ | 27.5.20 |
| Turbo GT | ★★★★☆ | 20.7.22 |
| **Taycan** Turbo S | ★★★★★ | 29.7.20 |

### RENAULT

| | | |
|---|---|---|
| **Clio** TCe 100 Iconic | ★★★★½ | 27.11.19 |
| **Mégane** E-Tech Electric | ★★★½☆ | 23.11.22 |
| **Kadjar** dCi 115 Dyn. S Nav | ★★★★☆ | 21.10.15 |
| **Arkana** E-Tech Hybrid 145 | ★★★½☆ | 13.10.21 |
| **Captur** 1.3 TCe 130 EDC | ★★★½☆ | 18.3.20 |

### ROLLS-ROYCE

| | | |
|---|---|---|
| **Phantom** | ★★★★★ | 4.4.18 |
| **Ghost** | ★★★★½ | 13.1.21 |
| **Wraith** | ★★★★½ | 21.5.14 |
| **Dawn** | ★★★★☆ | 1.6.16 |
| **Cullinan** Black Badge | ★★★★☆ | 19.2.20 |

### SEAT

| | | |
|---|---|---|
| **Ibiza** SE Technology 1.0 TSI | ★★★★½ | 19.7.17 |
| **Leon** eHybrid FR | ★★★½☆ | 2.12.20 |
| **Arona** SE Technology 1.0 TSI | ★★★★☆ | 15.11.17 |
| **Ateca** 1.6 TDI SE | ★★★★½ | 19.10.16 |

### SMART

| | | |
|---|---|---|
| **Forfour** Electric Drive | ★★½☆☆ | 23.8.17 |

### SKODA

| | | |
|---|---|---|
| **Fabia** 1.0 TSI 95PS | ★★★★½ | 9.2.22 |
| **Scala** 1.5 TSI 150 DSG | ★★★½☆ | 31.7.19 |
| **Octavia** 2.0 TDI 150 SE L First Edition DSG Estate | ★★★★☆ | 2.9.20 |
| 2.0 TDI vRS | ★★★★☆ | 17.2.21 |
| **Superb** 1.4 TSI iV 218 SE L | ★★★★☆ | 26.2.20 |
| **Karoq** 2.0 TDI 150 Scout | ★★★½☆ | 30.1.19 |
| **Enyaq** iV 80 | ★★★★☆ | 18.8.21 |
| **Kodiaq** 2.0 TDI Edition | ★★★★☆ | 23.11.16 |
| 2.0 TSI 245PS vRS 4x4 | ★★★½☆ | 23.2.22 |

### SSANGYONG

| | | |
|---|---|---|
| **Tivoli** XLV ELX auto | ★★★☆☆ | 14.9.16 |

### SUBARU

| | | |
|---|---|---|
| **XV** 2.0i SE Lineartronic | ★★★☆☆ | 28.2.18 |

### SUZUKI

| | | |
|---|---|---|
| **Swift** 1.0 SZ5 | ★★★½☆ | 17.5.17 |
| **Across** 2.5 PHEV E-Four CVT | ★★★★½ | 7.4.21 |

### TESLA

| | | |
|---|---|---|
| **Model 3** Standard Range Plus | ★★★★☆ | 4.9.19 |
| **Model S** P90D | ★★★★½ | 20.4.16 |
| **Model Y** Long Range AWD | ★★★★☆ | 23.3.22 |
| **Model X** 90D | ★★★★☆ | 15.2.17 |

### TOYOTA

| | | |
|---|---|---|
| **Aygo X** Limited Edition | ★★★½☆ | 11.5.22 |
| **Yaris** 1.5 Hybrid Design | ★★★★☆ | 23.9.20 |
| GR Yaris Circuit Pack | ★★★★★ | 3.3.21 |
| **Corolla** 2.0 Hybrid ST | ★★★★☆ | 5.6.19 |
| **GT86** 2.0 manual | ★★★★★ | 4.7.12 |
| **Prius** Business Edition | ★★★★☆ | 16.3.16 |
| **Mirai** Design Premium | ★★★★☆ | 16.6.21 |
| **C-HR** Excel 1.8 Hybrid | ★★★★☆ | 4.1.17 |
| **GR Supra** Pro | ★★★★☆ | 14.8.19 |

### VAUXHALL

| | | |
|---|---|---|
| **Corsa** 1.2T 100 auto | ★★★½☆ | 22.1.20 |
| **Crossland X** 1.2T 130 Elite | ★★★☆☆ | 7.6.17 |
| **Astra** 1.2T 130 GS Line | ★★★½☆ | 5.10.22 |
| **Combo Life** 1.5 TD 100 Energy | ★★★½☆ | 27.12.18 |
| **Insignia Sports Tourer** 2.0 Biturbo D GSI | ★★★☆☆ | 30.5.18 |
| **Mokka** 1.2 Turbo 130 auto | ★★★½☆ | 12.5.21 |
| **Grandland X** Hybrid4 | ★★★☆☆ | 22.4.20 |
| **VXR8** GTS-R | ★★★★☆ | 10.1.18 |

### VOLKSWAGEN

| | | |
|---|---|---|
| **Up** GTI 1.0 TSI 115 | ★★★★☆ | 21.3.18 |
| **Polo** 1.0 TSI 95 SE | ★★★★½ | 31.1.18 |
| GTI | ★★★★☆ | 1.8.18 |
| **Golf** 1.5 eTSI 150 Style DSG | ★★★★½ | 22.7.20 |
| R | ★★★★☆ | 14.4.21 |
| **ID 3** Pro Performance Life | ★★★★☆ | 31.3.21 |
| **ID 4** GTX Max | ★★★½☆ | 27.10.21 |
| **T-Roc** 2.0 TSI SEL 4Motion | ★★★★½ | 24.1.18 |
| Cabriolet 1.5 TSI Evo DSG | ★★½☆☆ | 10.6.20 |
| **Arteon** 2.0 BiTDI 240 | ★★★½☆ | 27.9.17 |
| eHybrid Shooting Brake | ★★★½☆ | 9.6.21 |
| **Passat** 2.0 TDI 190 GT | ★★★★☆ | 4.2.15 |
| GTE | ★★★★☆ | 7.9.16 |
| **Touran** 2.0 TDI 150 SE | ★★★★☆ | 3.2.16 |
| **Tiguan** 2.0 TDI 150 SE | ★★★★½ | 22.6.16 |
| **Caravelle** 2.0 BiTDI Exec. | ★★★★☆ | 23.12.15 |
| **Touareg** 3.0 TDI R-Line Tech | ★★★½☆ | 8.8.18 |
| **Grand California** 600 | ★★★½☆ | 2.1.20 |
| **Transporter** Kombi SWB | ★★★☆☆ | 30.3.22 |

### VOLVO

| | | |
|---|---|---|
| **C40** Recharge Twin Ult'ate | ★★★½☆ | 13.4.22 |
| **XC40** D4 First Edition AWD | ★★★★½ | 7.2.18 |
| **S60** T8 Polestar En'd | ★★★½☆ | 24.12.19 |
| **V60** D4 Momentum Pro | ★★★★☆ | 27.6.18 |
| T6 Recharge R-Design AWD | ★★★★½ | 21.9.22 |
| **XC60** D4 R-Design AWD | ★★★½☆ | 5.7.17 |
| **S90** D4 Momentum | ★★★★☆ | 13.7.16 |
| **V90** T6 Recharge R-Design | ★★★★½ | 11.11.20 |
| **XC90** D5 Momentum | ★★★★☆ | 17.6.15 |

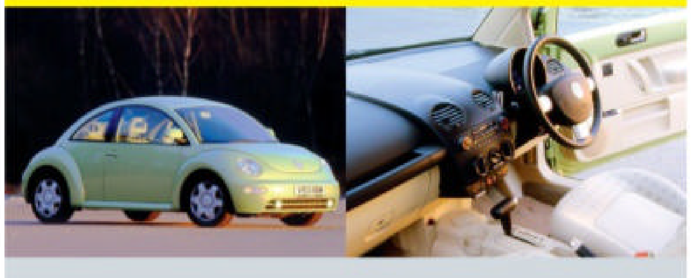
### WESTFIELD

| | | |
|---|---|---|
| **Sport** 250 | ★★★★☆ | 29.11.17 |

### ZENOS

| | | |
|---|---|---|
| **E10** S | ★★★★½ | 7.10.15 |

## GREATEST ROAD TESTS OF ALL TIME



### VOLKSWAGEN BEETLE 2.0 TESTED 19.5.99

**Before the Mini and Fiat 500 were reimagined for the modern age, Volkswagen set about reprising the classic Beetle on top of Mk4 Golf underpinnings.**

The Concept One car from the 1994 Detroit motor show was faithfully recreated in the new Beetle, with plastic wings and bumpers placed atop the Golf's front-drive chassis. Power came from the Golf's old eight-valve 2.0-litre engine. Suspension was also inherited from the hatch in the form of front struts and a rear torsion beam.

Despite the engine's lowly output, performance was adequate. The engine note was harsh above 4000rpm, although it was more comfortable around its 2400rpm torque peak. Brakes impressed for both pedal feel and stopping power.

A slightly narrower front track and firmer springs meant the Beetle was a sharper steer than the Golf, with an acceptably firmer ride keeping roll in check.

The stylish cabin featured retro details and was roomy up front, but rear passenger space and boot capacity fell well short of the Golf's and quality was dubious in places.

Generous kit and a keen price were countered by poor fuel economy on account of short gearing and an aged engine.

**FOR** Fabulous looks inside and out, fun chassis, value

**AGAINST** Poor packaging, build quality, coarse engine

**FACTFILE**

**Price** £15,755 **Engine** 4 cyls in line, 1984cc, petrol **Power** 115bhp at 5200rpm **Torque** 125lb ft at 2400rpm **0-60mph** 10.4sec **0-100mph** 38.9sec **Standing quarter mile** 17.8sec, 77mph **Top speed** 111mph **Economy** 23.7mpg

**WHAT HAPPENED NEXT?**

Several petrol engines and a 1.9 turbo diesel joined the range, the most powerful choice being the 167bhp 2.3-litre V5 petrol. A cabriolet appeared in 2003, and both bodystyles remained on sale until 2010. A sleeker and more sophisticated replacement based on the Mk6 Golf was introduced in 2011 and stayed in production until 2019.

# SLIDESHOW

## The slow starters that became stars

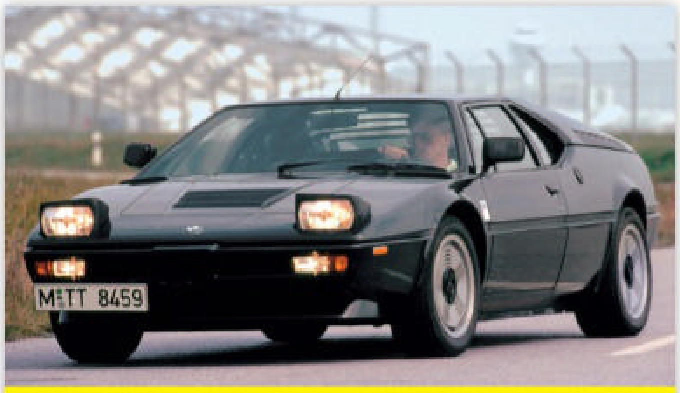
Some cars are born into greatness. Any Bugatti, Ferrari or 21st-century Porsche, for instance. For other cars, though, greatness comes later. They have to earn every ounce of it and go through periods when it looks like they will never achieve anything.

Here are some of the cars, then, whose ascension to stardom was far from guaranteed.

**RONAN GLON**

### Chevrolet Corvette 1953

The original Chevrolet Corvette put a far greater emphasis on design than on performance, initially being fitted with a straight six that produced just 150bhp. Annual sales targets of 10,000 seemed wildly optimistic with its sloth and quality problems. Production totalled just 3640 cars in 1954, and many of these were unsold, so GM considered cancelling the model more than once. Chevrolet saved the Corvette by improving its build quality and making a V8 available in 1955. Sales didn't cross the 10,000 threshold until 1960, however. But the rest is history: nearly 1.8 million Corvettes have been sold to date, and an eighth generation – newly mid-engined and offering right-hand drive for the first time – went on sale in 2020.

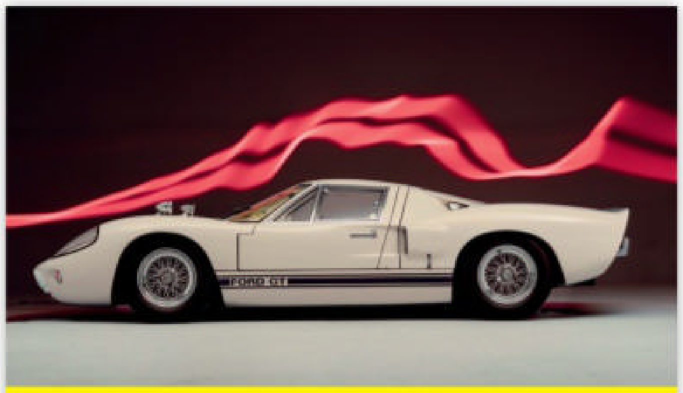


### BMW M1 1978

The M1 was conceived in the mid-1970s as a joint project of BMW (supplying the straight six) and Lamborghini (bringing the chassis and Giugiaro-designed body). The Italian firm's financial issues delayed the project several times, so a frustrated BMW axed the deal and took the matter into its own hands. The M1 finally arrived in 1978: BMW had never made a mid-engined production car before, but pulled it off admirably. In total, 453 cars were made, and each is very valuable today.

### Citroën 2CV 1948

When the 2CV made its debut at the 1948 Paris motor show, few would have predicted that it would achieve cult status. "I'd rather buy a motorcycle," one visitor remarked. "The grey paint reminds me of a hospital room," quipped another. Much of the press found it far too basic for its own good, according to one show report. The 2CV managed to beat the odds and survived for 42 years, though, with nearly nine million examples of it and its sundry variants produced.



### Ford GT40 1964

Ford's ambitious plan to beat Ferrari at its own game could have gone down in history as a fiasco. The initial GT40 dropped out of its first race in 1964 with suspension problems, and none of the three GT40s entered in the same year's Le Mans 24 Hours race managed to finish. Six GT40s dropped out of the 1965 edition, too, again with mechanical issues. But Ford persevered and took an emphatic one-two-three finish at Le Mans in 1966, creating an American motoring legend.

### Ford Model T 1908

The Model T is famous for being the first car to be built on an assembly line, but before that arrived it was built largely by hand and consequently expensive – perhaps $25,000 in today's money. Just 10,666 were made in 1909; mass production arrived in 1913 and by 1922 annual production hit 1.3 million. Therefore the car became vastly cheaper, at about $6000 – indeed, cheap enough for Ford's own factory staff to buy their own.

### Mercedes-Benz G-Wagen 1979

Mercedes partnered Steyr-Daimler-Puch in 1972 to develop a 4x4 that would be capable off road, docile on road, robust and easy to repair – and look current for at least a decade, so that no update would be needed. It made its debut with a 72bhp diesel four affording 0-62mph in 32sec. Gradually, though, it evolved into what we know today: a high-powered, ultra-luxurious chariot for the super-rich costing £131,000 at a minimum.

### Suzuki Jimny 1972

Endearing, capable and attainable, the Jimny is today famous as a hardy, lightweight baby SUV that will traverse rough terrain better than almost anything this side of a tracked vehicle. It traces its roots to a small off-roader developed as a kei car by a now-defunct Japanese firm called Hope. It's believed to have made about 15 examples of a 4x4 named the ON360 before Suzuki purchased the design and turned it into the LJ ('light jeep').

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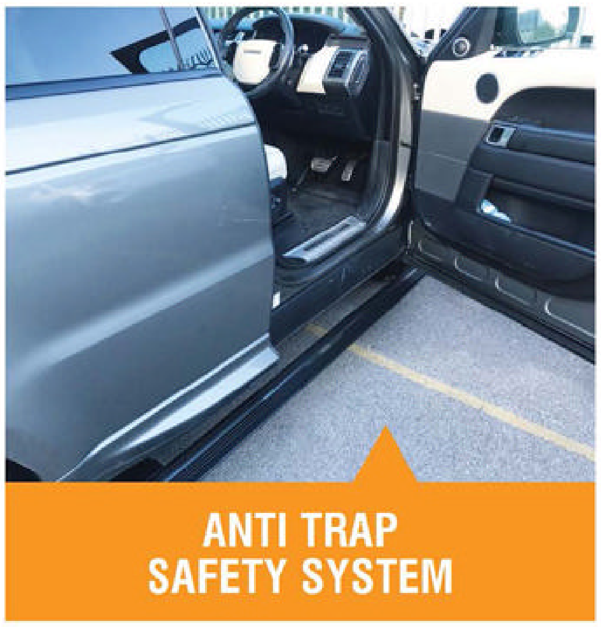

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Official fuel consumption for Arona range mpg & litres/100km combined: 42.8 (5.3) – 53.3 (6.6). Combined $CO_2$ emissions 121 – 150 (g/km). Figures shown are for comparability purposes; only compare fuel consumption and $CO_2$ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Data correct at March 2022.

seat.co.uk/Arona